

WINE AND SPIRIT MERCHANT.
CHAZALON & CO.
MAKERS AND FRENCH PRESERVES IMPORTERS
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 18,529

號五十八月八年六零百九千一英

HONGKONG, WEDNESDAY, AUGUST 15, 1906.

日六廿月六年午戊

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MACFARLANE, FRICKEL & CO.,
3, DUNDAS STREET

Intimations.

WHOS WHO

FAR EAST

ONLY BOOK OF REFERENCE

PROMINENT MEN OF THE FAR EAST

Price \$10

HONGKONG VOLUNTEER CORPS

Hongkong, July 15, 1906

HONGKONG VOLUNTEER CORPS

A GRAND PROMENADE CONCERT will be held on behalf of the MISERABLE SEAMEN on the VOLUNTEER PARADE GROUND on SATURDAY, August 18th, at 9.15 p.m. Tickets (32 and 51) may be obtained from VOLUNTEER HEADQUARTERS and from Messrs KELLY & WAUGH, LTD.

Hongkong, August 11, 1906.

WANTED.

A BARMAID.

Apply by Letter to 'S. C.' Care of 'CHINA MAIL' Office. Hongkong, August 14, 1906.

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation, on and after WEDNESDAY, the 16th August, 1906. Shareholders are requested to apply to the Office of the Company for Warrants. By Order of the Board of Directors. W. E. CLARKE, Acting Secretary. Hongkong, August 14, 1906.

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

IN accordance with Article XVI Section 7 of the ARTICLES OF ASSOCIATION the General Managers have this day declared an INTERIM DIVIDEND for the half-year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share payable to all Shareholders whose names were on the register on 30th June, 1906. DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August. SHEWAN, TOMES & CO., General Managers. Hongkong, August 1, 1906.

THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUET-HAN RAILWAY CO., LTD.

TENDER on 5 FIRST-CLASS, 5 SECOND-CLASS and 10 THIRD-CLASS COACHES, 2 BAGGAGE CARS and 2 DUMP CARS. The coaches are to be the same style as the first and second class coaches of the SAM-SHUI DIVISION with the exception of the length which will be 40 ft. over and 5 ft. The Third class Coaches are to be the same as the Second-class Coaches of the SAM-SHUI DIVISION with the exception of the interior finish and the seats to run longitudinally, the sides and double centre seats. Bidders will be required to state the net cost and time of delivery FREE along-side the Wharf-WONG SHA. Tenders will be OPENED in the HEAD OFFICE, CANTON, on the 23rd day of August, 1906, at 11 A.M. The Company reserves the right to reject any or all bids. CHANG TO CHAI, President. Hongkong, August 10, 1906.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,353 tons, Captain H. D. Jones.
s.s. FOWAN, 2,353 tons, Captain A. Valentine.
s.s. FATSAN, 2,353 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain O. V. Lloyd.
s.s. KINSHAN, 1,996 tons, Captain J. J. Lossie.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m. (Sunday excepted).
The steamers, carrying the Majesty's Mail, are the largest and fastest on the route. The service is drawn to their Superior Saloon and Cabin accommodations.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain G. F. Morrison, A.M.B.
Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise notified by Express. Sunday Special Departures, leaving Hongkong at 9.30 a.m. and a Second Departure about 7 p.m.
Note: During the Summer Months the time of leaving Macao to visit the island at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 2 a.m. On Saturdays a second departure about 7 p.m. On Sundays about 3 p.m. (See Special Express).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willor.
s.s. NANNING, 569 tons, Captain C. Butcher.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the...

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel, MASHONG, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

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(Ice House Lane).

JUST arrived a New Stock of PLATES, FILMS, BROMIDE, GASLIGHT, SELF-TONING and PLATINUM TYPE PAPERS.

Amateurs can have their prints finished in any of the above processes. Hongkong, August 11, 1906.

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OPTICIAN.

No. 5, PEDDER STREET.

(Under Hongkong Hotel).

1227 Hotel).

SIGHT TESTED FREE.

LENSES GRINDING.

REPAIRS.

A SPECIALITY.

Tailors.

R. HOUGHTON,

NAVAL, MILITARY AND CIVIL TAILOR.

16, QUEEN'S ROAD CENTRAL.

Hongkong, June 8, 1906. (119)

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A HOUSE TELEPHONE.

CAN be fitted to existing Electric Bells. No Extra fittings needed. As clear and distinct as an Ordinary Telephone. Best Telephone for PRIVATE HOUSES, HOTELS, BOARDING HOUSES, OFFICES, Hospitals, etc., etc. Price very Moderate. Can be inspected at the Offices of the Sole Agents:

LUTGENS, EINHORN & CO.,

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Hongkong, February 5, 1906. 1380

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CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL', HONGKONG.

A. B. C. Code, 4th Edition.

A. 1 Code.

Under the Standard Code.

TELEPHONE, 232. 568

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, JONKA AND JAPAN.

Engraved to the Society of the 'MISSIONARY ENTERPRISE.'

Translated by EDWARD HANSEN PARKER and

Reprinted from THE CHINA REVIEW.

PRICE 50 CENTS.

For Sale at The 'CHINA MAIL' OFFICE.

5 Wyndham Street.

LEE CHEE WING & CO.

28 & 29 LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

ALL SORTS OF COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GIRDERS AND TEES.

CORRUGATED IRON, PIG IRON, &c.

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

1223

PEACHING THE GOSPEL IN JAPAN AND THIBET.

By Prof. E. H. PARKER.

To be had at the 'CHINA MAIL' Office, 5 Wyndham Street.

Price... \$1.00.

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO THE MANAGER. 804

CAMPBELL, MOORE & CO., LIMITED.

JUST RECEIVED NEW

POWDER,

PERFUMERIES, SOAPS,

HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.



BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE: 9, DES VŒUX ROAD.

LANE, CRAWFORD & Co.

Without doubt this is the Finest Blend of TEA at the Price, to be had in China.



LANE CRAWFORD & Co.

ADD NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED

FOOCHOW TEA.

PRICES:

Including Freight, Duty and Delivery to any address in the United Kingdom.

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

H. HAYNES, Manager.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.

WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER. 1865

CHAMPAGNES

FROM

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 450

THE OLIVER TYPEWRITER

VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALED FOR DUPLICATING.

WRITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE, GEN. AGENTS.

FOR HONGKONG & SOUTH CHINA.

Hongkong, April 21, 1906. 720

GEO. GRIMBLE,

MANAGER.

14, DES VŒUX ROAD CENTRAL.

720

CAMPBELL, MOORE & CO., LIMITED.

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PERFUMERIES, SOAPS,

HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

720

'JANUS'

LIFE & ANNUITY INSURANCE CO., HAMBURG.

ESTABLISHED 1848.

Assets per 31st December, 1904.

Mks. \$3,400,000—equal to £2,800,000.

THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE and ANNUITY INSURANCES as well as to issue ACCIDENT POLICIES at the most liberal terms ever offered in the East.

SIEMSEN & CO.

720

'REFORM IN CHINA.'

BEING a letter addressed to Rear-Admiral Lord CHARLES BERNARD, O.B. M.P. And an article in reply to CHINA: 'THE SLEEP AND AWAKENING.'

To be had in pamphlet form at the 'CHINA MAIL' Office, 5 Wyndham Street.

Price One Dollar

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING

NEW VOILES, MUSLINS, etc.

THIN SUMMER TWEEDS

and FLANNELS.

DRESSMAKERS, MILLINERS, GENERAL DRAPERS,

LADIES' AND CHILDREN'S SHOES.

HOTEL BALTIMORE LATE HOTEL AMERICA

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.

AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

TERMS REASONABLE. Apply to THE MANAGER. 1151

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRICE & Co.)

ALL kinds of FURNITURE, CARVED CANTON BLACKWOOD, CHINA and Glass

Wares Kitchen Utensils, etc., etc.

AT MODERATE PRICES. 170

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

A LOT OF SECOND-HAND BOOKS

On Various Subjects, at Low Prices, always on Sale.

A LARGE QUANTITY OF COLONIAL EDITIONS OF RECENT NOVELS

At 60 Cents Each; or 100 for \$50.00; All Clean Inside.

JUST LANDED—NEW STOCK.

Tennis Nets, Post Cards—Hongkong, &c.

Slazenger's Tennis Balls—E. G. M. and Doherty

Rackets.

Files with Perforators Attached.

'ROSBACH'

'EMPRESS OF TABLE

WATERS.'

MIXES EXCELLENTLY WITH SPIRITS.

SOLE AGENTS:

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUTS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
GOSWELL'S LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHY
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS
80, QUEEN'S ROAD CENTRAL

WILKS and JACK

HAIR DRESSING AND ELECTRICAL SHOW ROOMS
10, QUEEN'S ROAD CENTRAL
TELEPHONE 1000

THE GENERAL ELECTRIC CO., LTD.

LONDON

Electric Fittings.

Table Lamps.

Brackets

'Freezer' Fan

Motors.

Electric Lamps

Frosted and Clear.

ECONOMICAL.

BRITISH MANUFACTURE.

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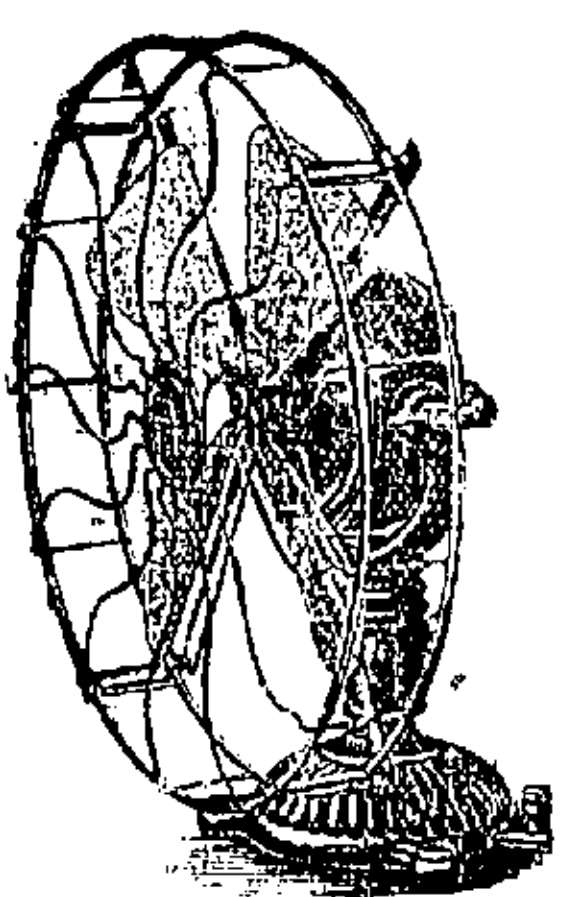
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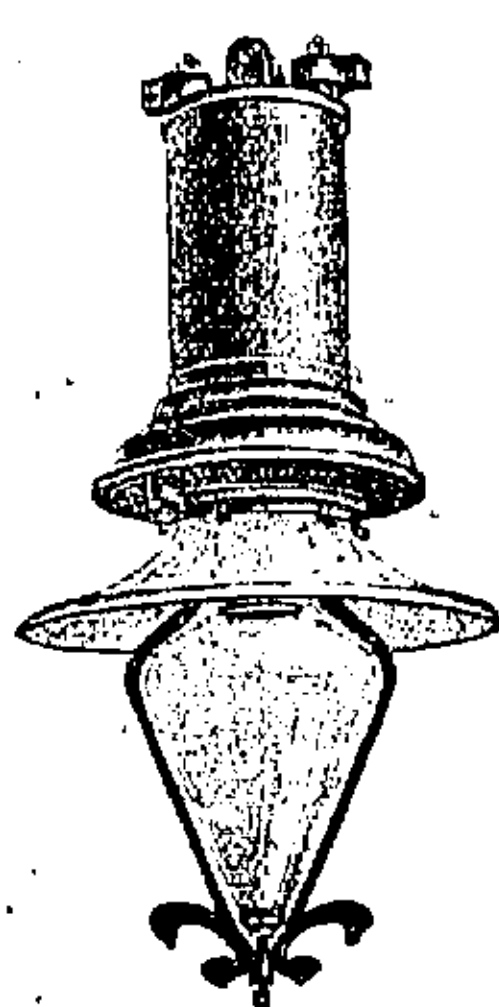
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EFFICIENT



TELEPHONE 1000

Hongkong, July 23, 1906.



1023

The best beverage

to take with your food is
cocoa, and the best cocoa is
Van Houten's Cocoa. It
does not retard digestion,
it assists it.

"Easy of assimilation and digestion."
—The Lancet.
"Extremely easy of digestion, light
and nourishing."
—Court Journal.

van Houten's Cocoa

A Cocoa you can Enjoy.

Intimations.

MITSU BISHI COSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'

Which applies to all Branch Offices.

At A.R.C. 8th Edition, Western Union

Codes used.

Letters Addressed to:

MANAGER, MITSU BISHI CO.,

with name of place under.

BRANCH OFFICES:

NAGASAKI, MOI, KOBE, KANBUN,

SINGAPORE, HONGKONG AND HANKOW

AGENCIES:

YOKOHAMA: M. ANADA, Esq.

OHKUNING: Messrs. GARDNER & Co.

MANILA: Messrs. Macdonald & Co.

SOLE PROPRIETORS of Takasima,

Ochi, Shinjima, Namurata and Kami-

Yamada Collieries and also Hojo Colliery,

which will shortly be ready to produce on a

large scale the best Bunker Coal.

The Head and Branch Offices and the

Agencies of the Company will receive any

order for Coal produced from the above

Collieries.

T. MATSUKI, Manager, Hongkong,

No. 2, PENNOR AVENUE

Hongkong, April 25, 1906. 816

HONGKONG AND SHANGHAI BANK

ING CORPORATION.

NOTICE IS HEREBY GIVEN that

the ORDINARY HALF-YEARLY

MEETING of the SHAREHOLDERS in

this Corporation will be held at the CITY

HALL, Hongkong, on SATURDAY,

the 18th August next, at Noon, for the pur-

pose of receiving the Report of the Court

of Directors together with a Statement of

Accounts to 30th June, 1906.

By Order of the Court of Directors,

H. HUNTER,

Acting Chief Manager.

Hongkong, July 31, 1906. 1514

HONGKONG AND SHANGHAI BANK

ING CORPORATION.

NOTICE IS HEREBY GIVEN that

the REGISTER of SHARES of the Com-

pany will be CLOSED from SATUR-

DAY, the 4th, to the 18th August day

of August next, (both days inclusive) during

which period no Transfer of Shares will be

Registered.

By Order of the Court of Directors,

H. HUNTER,

Acting Chief Manager.

Hongkong, July 31, 1906. 1515

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY

MEETING of SHAREHOLDERS

will be held in the OFFICE of the COM-

PANY, QUEEN'S BUILDINGS, Connaught

Road, on MONDAY, 20th August, at 12

o'clock Noon, for the purpose of receiving

the Report of Directors and the Statement

of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from the 6th to the

20th August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, July 27, 1906. 1490

REMINISCENCES OF INTERPORT

CRICKET.

By J. A. L.

Reprinted from the 'CHINA MAIL' in

Pamphlet Form.

To be had at the 'CHINA MAIL' Office,

5, WYNDHAM STREET.

Price 30 CENTS.

FOR CANTON.

THE new and fast Twin-Screw Steamer

SAN CHEUNG.

951 Tons, Captain J. McGINTY, will leave

for Canton at 9 p.m. on SUNDAYS,

TUESDAYS and THURSDAYS and return

to Hongkong on the following days, leaving

Canton at 5 p.m. Excellent accommodation.

Electric Light, and perfect cuisine. Wharf

at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-

class, \$1.00 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMSHIP CO., LTD.,

No. 135, Connaught Road Central.

700

HONGKONG-MACAO LINE.

S. S. 'WING CHAI,'

CAPTAIN C. AGNEW, R.N.R.

THIS Steamer departs from Hongkong

on WEEK DAYS at 7.30 a.m., and

on SUNDAY MORNINGS at 8.30 a.m.,

and returns from Macao on Week Days

at 2.30 p.m., and on Sundays at 6.00 p.m.

Tide permitting.

Fares:—Week Day 1st Class, including

cabin and servant, Single \$3, Return

Ticket \$5. 2nd class \$1. 3rd class 50 Cents.

On and after SUNDAY, the 29th Inst.,

(inclusive) the Sunday Fares will be:—

1st Class Single \$1.00, with Cabin \$2.00.

2nd Class Single \$0.40, with Cabin \$1.00.

3rd Class Single \$0.20, with Cabin \$0.50.

Stowage 20 Cents each trip.

Any Meals can be supplied on Board at

a charge of \$1.00 per Meal.

First-class Passengers who do not care

to return on the Excursion Sunday, will be

allowed to do so the following day (Mon-

day) on completion of the Return Half

Ticket. Should the Steamer not run on the

Monday, owing to the Boiler Cleaning, due

notice will be given by the Captain, and the

Half Ticket will be available for the follow-

ing day. The Ship is lit throughout by

Electricity.

The Steamer's Wharf at Hongkong is at

the Western end of Wing Lok Street.

SAM WANG COY.,

81, Queen's Road Central.

Hongkong, August 13, 1906. 1084

To Let.

TO LET.

AT CHEAP RENTAL.

TWO ROOMS, specially suitable for
Consular Office, on the Second
Floor of No. 8, DES VOEUX ROAD
CENTRAL, ready for occupation from the
1st day of July next.

Apply
L. M. ALVARES & CO.,
8, Des Voeux Road Central.
Hongkong, June 29, 1906. 1538

TO LET.

A HOUSE in WONG NEI CHONG
ROAD,
HAYTOWN—THE PEAK. IMME-
DIATE POSSESSION.
OFFICES in KING'S BUILDING and
YORK BUILDING.

Apply to
GODOWN on PRATA RAS
A HOUSE in CLIFTON GARDENS,
Connaught Road.

A HOUSE in RIPON TERRACE.
FLATS in MOATON TERRACE.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, August 15, 1906. 1534

TO LET.

SHAMKIN, CAN. ON.
TO LET.
No. 2, WEST END TERRACE.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, July 5, 1906. 1521

TO LET.

GODOWN, No. 9, DUNDRELL
STREET.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, July 30, 1906. 1518

TO LET.

TWO GODOWNS at EAST POINT,
close to the Water, suitable for the
Storage of any Cargo.

Apply to
JARDINE, MATTHEW & CO.
1538

TO LET.

N. 2, OLD BAILEY
Apply to
ARIATON V. APCAR & CO.,
45, Wyndham Street.

Hongkong, July 14, 1906. 1526

TO LET.

5 and 6, GRANVILLE AVENUE,
Kowloon.

HOUSES in AUSTIN and SATISBURY
AVENUES, KOWLOON.

Apply to
HUMPHREYS ESTATE & FINANCE
CO., LTD.

Hongkong, June 23, 1906. 1522

TO LET.

A HOUSE in KNOTSFORD TER-
RACE, KOWLOON.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, August 1, 1906. 1541

TO LET.

THREE LARGE GODOWNS on PRATA
EAST. Formerly in the occupation
of the Mitsui Bussan Kaisha.

Apply to
H. N. MODY,
Victoria Buildings.

Hongkong, May 10, 1906. 1533

TO LET.

WITH IMMEDIATE POSSESSION
the 'FOREST LODGE,' Caine Road.

Apply to
H. N. MODY.

Hongkong, May 10, 1906. 1529

TO LET.

'WOODBURY' GARDEN ROAD, Kow-
loon.

2nd FLOOR, No. 12, QUEEN'S ROAD
CENTRAL.

Apply to
LEIGH & ORANGE,
1, Des Voeux Road.

Hongkong, July 12, 1906. 1525

TO LET—IN KOWLOON.

FURNISHED ROOMS. Either separ-
ately or together. Electric Light and
Fans. Board can be had with the family.

Apply to
Care of 'CHINA MAIL' Office.
Hongkong, August 10, 1906. 1600

TO LET.

HOUSES in ROSE TERRACE, ROBIN-
SON ROAD, KOWLOON. Terms Mod-
erate—Immediate Possession.

Apply to
THE COMPADORE,
Messrs. BARRETT & Co.

Hongkong, April 5, 1906. 1530

TO LET.

'BELLEVUE,' Peak Road, 6 ROOM-
ED HOUSE, unfurnished, with use of
immediate possession.

No. 4, CONDUIT ROAD, A 5-Roomed
House, with Photographer's Dark Room,
(Gite), Servants' Quarters separate.
Splendid view of the Harbour. Immediate

possession.
Apply to
PERCY SMITH & SETH,
5, Queen's Road Central.

Hongkong, August 13, 1906. 1523

TO LET.

'BROCKHURST,' Peak, Newly Painted
and Coloured—ready, with use of
Tennis Court, containing 6 Rooms. Splendid
site and well suited for Bachelors' Mess.
2nd FLOOR in Central position, con-
taining Four Large Rooms, Ante-room,
Lavatory, with use of Electric Lift.

ONE SHOP at BEAVERSFIELD ARCADE.
HOUSE on the Robinson Road Level,
Cheap Rental.

73, WYNDHAM STREET.
No. 57, PRATA GRANDE, MACAO.
5 ROOMS on Top Floor of 15, QUEEN'S
ROAD CENTRAL, over Caldwell Macgregor
Apply to
LINSTAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, July 23, 1906. 1149

Intimations.

NOTICE.

The Public are hereby notified that

THE AGENCY OF

RAINIER BEER

Has been transferred by the Undersigned to

Messrs A. S. WATSON & Co., Ltd.

M. J. CONNELL.

Hongkong, July 28, 1906.

N. & C.
RAINCOATS

INVALUABLE AT ALL TIMES. WET OR FINE.

RAINPROOF, YET POROUS!!

COTTAM & CO., LD.,

TAILORS AND OUTFITTERS.

YORK BUILDINGS AND PEDDERS STREET.

To Let.

TO BE LET OR SOLD.

WITH IMMEDIATE POSSESSION IN

WANCHAI ROAD.

GODOWN, built of brick with tiled roof,
just thoroughly repaired—about 400
sq. ft. space, concrete flooring. Suitable
for Storage of any kind of merchandise.

Apply to
Care of 'CHINA MAIL' Office.
Hongkong, July 29, 1906. 1528

HONGKONG CLUB.

TO LET.

TWO ROOMS, on the Ground Floor of
the Annex, from date, suitable for
Office. Anyone disposed to offer for the
same please apply to

C. H. GRAVE,
Secretary.

Hongkong, May 28, 1906. 1531

TO LET.

GODOWN, No. 3, NEW PRATA, Ken-
nedy Town.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, August 1, 1906. 1549

TO LET.

THE FURNISHED FLAT on Top
Floor of Messrs. DOUGLAS LARRAIK &
Co's Office, consisting of Four Bed and
Sitting Rooms, Kitchen and Bath Room
complete. Electric Light. Fine view of
Harbour. Terms Moderate.

Apply to
DOUGLAS LARRAIK & CO.
Hongkong, June 14, 1866. 1527

TO LET.

(EITHER IN WHOLE OR IN PART).
THE ACACIAS and 'THE GROVE,'
having 26 Rooms with detached
out-houses and kitchen, situated in Robin-
son Road, Kowloon.

Well ventilated, with Electric Lights and

100

BY TELEGRAPH.

RUSSIA.

TESTING FLEET'S PREPAREDNESS.

Immediate Mobilization.

(Exclusive Service, supplied by Reuters via Bombay.)

LONDON, August 14.

The immediate mobilization of that portion of the fleet of Russia, which is still loyal, has been ordered.

It is believed that this order has been given with a view to testing whether or not the fleet is prepared for an emergency.

TROOPS AND EXCURSIONISTS.

Trains Stopped

(Exclusive Service, supplied by Reuters via Bombay.)

LONDON, August 14.

A number of trains returning to Warsaw crowded with excursionists have been stopped by troops.

All the passengers were searched and fifty arrests were made.

[REUTERS SERVICE.]
Robberies Prevalent.

LONDON, August 13.

Violent robberies of the Government Spirit Stores and of Mails are of daily occurrence in all parts of Russia. The conditions in Warsaw and Lodz are inconceivable and both cities are a helpless prey to terrorists.

GREECE AND BULGARIA.

Ominous Outlook.

LONDON, August 13.

Frequent fights have occurred between Bulgarians and Greeks; the latest took place in Anchialos (Bulgaria).

A large part of the town was burned, and the Greek Metropolitan is reported to have perished in the flames.

Greek circles in Constantinople are perturbed at the fear of an anti-Greek movement, not merely as an outcome of racial hatred but of the understanding between Bulgaria and Roumania.

An intention is also attributed to Bulgaria to follow the example of Roumania in applying a prohibitive tariff on Greek imports.

AMOIY NEWS.

(From Our Correspondent.)

Amoy, August 13.

The most interesting item of news just now is the fact that the local Japanese Consul, Mr. Uyeno, has been promoted to the rank of Consul-General. This, of course, necessitates his removal to Canton and we are all heartily sorry that he is going away as we have found him a very sociable, pleasant, and able officer. I am sure that the people of Canton will be pleased when they hear that he has been transferred to that port, for he will be a great acquisition both socially and officially.

THE AMOIY TIGERS.

There is at present at Amoy a globe-trotter named Captain Powell, who having heard of the fame of the Amoy tigers, has come along in the endeavour to bag some of them. He is very welcome, for that there are such animals roaming round on the mountains in full view of the houses there is no question. A few weeks ago no fewer than three Chinese were in the hospital who had been bitten somewhat severely by hungry tigers that were prowling round in search of a supper. They were so badly treated by Dr. Moorhead that after a time they were all discharged cured. In spite of the fact that tigers do exist in numbers in the hills Captain Powell may return without seeing one of them. They have a habit of travelling far over the tops of the ranges in the direction where their sense of smell, or their instinct, tells them that there is food to be got and so places that they have been known to frequent are occasionally deserted. If he could only afford to stay a month or two and be satisfied with smaller game in the meantime, he could be certain in the end of having a chance to bag some noble specimens of the tiger genus.

GOVERNMENT INDUSTRIES.

Referring to the proposal of the Shanghai to establish Government paper mills and printing offices at Peking, Tientsin, and Shanghai, a notice of which has already appeared in our columns, we now learn that this proposal has received the sanction of the Throne. The paper mills will manufacture foreign as well as Chinese paper of different sorts for Government use in the various provinces. The printing offices will be used exclusively for printing books, etc., for the use of the various Government and private schools and colleges in the Empire. Europeans and Japanese are to be engaged as foremen of the establishments.

LOCAL AND COAST NEWS.

To-day is the anniversary of the Emperor of China's birthday and was recognized as a holiday by the customs department.

A meeting of Justices of the Peace is to be held on the 21st. instant to consider an application for a new license for the Hotel Metropole. The hotel is to be reopened under the style of the Belle Vior Hotel.

The recent heavy rains up north have resulted in several breaches occurring in the Grand Canal banks and overflows are reported. A depth of 28 feet is stated to have been recorded in some stretches of the canal.

The Board of Commerce has directed that in future railway material, machinery for armaments, etc., must be procured if possible from the Hanyang Iron works and only ordered from abroad if they cannot be made there.

As Hankow, by reason of the railways, is likely to become a very busy centre within the next few years, it is under consideration to appoint a Minister of Trade and a Minister of Foreign Affairs to that port to assist Chang Chi-lin.

Indian Constable Bishen Singh, No. 719, who recently allowed a prisoner to escape from the stocks, was fined \$7 at the Magistrate's court this morning. His Worship imposing the fine took into consideration defendant's previous good character.

Light Wanted.

A thoroughfare that is sadly in need of some attention from the authorities is that leading from the Li Kee wharf to Station Street North, Yau-mat. At present this street, about 250 yards long, is unlit except for oil lamps placed at intervals along the road side by the ferry people and forms an ideal place for a case of robbery or purse snatching.

Unrest in India.

A Simla telegram, dated August 6, says: "The present Liberal Ministry are interfering very much with Indian affairs, and this has compelled Sir J. Bampfylde Fuller to resign the lieutenant-governorship of the new Province, owing to the clamorous of the Indian nationalists who are resorting to boycott and agitation."

Expensive Grass.

An Indian cattle owner named Poor Bux was fined \$20, at the Magistrate's court this morning, for allowing his cattle to graze on King's Park, Kowloon. This is defendant's fifth conviction during the last month or so and Mr. H. J. Gompertz ordered him to find two sureties of \$100 for his good behaviour for twelve months, and further warned defendant he would be fined \$100 if he offended again.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—

R. G. O. Passage Money fund.	\$ 50
Tai Shing Paper Mfg. Co.	25
S. W. Tse	20
H. Wickham & Co.	20
A. Friend	20
Hon. A. W. Brewin	10
H. G. Calhoun	10
A. G. Gordon	10
"B. L."	10
Lutgens Einstmann & Co.	10
G. O. Moxon	10
A. Rodger	10
A. Shaw	10
Hon. T. S. S. Smith	10
Dea & Co.	10
W. H. Wickham	10
Phirzaba B. Letit & Co.	10
C. Abdon's and Co.	11
Bismarck and Co.	5
M. H. E. Elias	5
Erch Georg	5
J. Gregory	5
P. S. J.	5
Jorge and Co.	5
O. V. Lloyd	5
McGregor Bros and Gow.	5
H. Ruttonjee	5
G. L. Tomlin	5
Wagonville and Co.	5
C. A. Camwood	5
Ellis Kodoris	5

The Manila *Cablenews*, which has ever an attractive way of announcing its news, now dubs President Roosevelt's son-in-law "Prince-in-law." Under the attractive headlines "Gompers and Prince-in-law" "Federation President wants Longworth to stay at home and look after the baby," the paper makes the following announcement, dated August 9:—"Samuel Gompers, president of the American Federation of Labor, has issued a manifesto to his organization setting out his intention to fight the re-election of Nicholas Longworth to Congress. President Gompers would be one of the strongest weapons in American politics. The American Federation of Labor of which he has been the head for over twenty years, has a membership of formidable proportions in every state in the Union. One of the peculiarities of the Federation is its complete lack of organization. During his long incumbency as president of the federation, Gompers has employed his remarkable talent for organization and leadership of men, in fusing the great multitude of its adherents, into practically a political unit. Heretofore, Mr. Gompers has been able to swing the vote of his Federation with remarkable precision. Any man whom Gompers chooses to fight has a powerful opponent to reckon with."

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels which should receive careful attention as the best universal loosener of the bowels appears. The best and also in use for bowel complaint is: Chamberlain's Colic, Cholera and Diarrhoea Remedy as it promptly controls any unusual looseness of the bowels, whether it be in a child or an adult. For sale by all chemists and druggists.

A RELIABLE REMEDY FOR DYSENTERY AND DIARRHOEA. As the season is at hand when diarrhoea and dysentery are prevalent, a reliable remedy should always be kept in the house for immediate use. The success of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the treatment of bowel trouble, has brought it into almost universal use and the following letter indicates it is giving satisfaction in South Africa. Mr. J. E. Morris, Chemist at George, Cape Colony, says: "I have stocked Chamberlain's Remedies for some years and find them thoroughly reliable, and in all cases answering the purpose for which they are intended. For sale by all chemists and druggists."

action. "Marine" also instances where one soldier was tied up by the wrists to a tree, high enough to keep his toes off the ground, and kept there for two hours. His offence was a minor one and did not merit such excessive cruelty as punishment. When such revelations as the foregoing are made in public print, one cannot help marvelling that there are any soldiers left in the Philippines. Of course we must not assume that all that is published in the *Cablenews* on this subject bears the imprint of truth, for much that is exaggerated and distorted will find its way into print when such an opportunity is afforded as the Manila journal gives.

When the Commonwealth decided to throw over its old postal servant, the Orient-Pacific Company, many people wondered if Australians were trying another unprofitable experiment, but according to well-informed and conservative papers the new contract for a fortnightly mail service to England has been made upon terms which secure some very distinct advantages to Australia. That being so, the propriety of accepting the tender of the Anglo-Australian shipping combination hardly comes into question, provided Ministers were satisfied as they have been of the substantiality of the tenderers. There must be a sentiment of regret at severing relations, 18 months hence, with the Orient-Pacific Company, which has served Australia well for many years past—unfortunately with no profit to itself—adds the paper quoted, but that company has experienced the worst of handicaps—ill luck—during a great part of the time it has held the mail contract, and cannot be expected to estimate the possibilities of the future quite so sanguinely as a combination which comes fresh into the field, undaunted by previous disappointments. By working the Australian and Eastern services in conjunction the P. and O. Company has achieved fairly satisfactory results; but the company which contracts only to maintain a fortnightly service between Adelaide and Brindisi has a far more difficult problem to face. Under the new contract Australia is to gain firstly a service accelerated by some 60 hours—the arrival of English mails a day later on alternate weeks has been a very serious hindrance, despite the airy opinion of the Shipping Commission, that time is a factor of small account—and steamers are to be provided of a tonnage not less than 11,000 tons, which must mean very liberal provision for general cargo and perishable produce, for the mail subsidy alone will not go far in maintaining such a fleet upon the line. The contract is also an answer—if not a final one—to the ill-reasoned ambition of the Labour Party, that the Commonwealth shall embark upon the shipping business, and become its own mail-carrier. There is certainly a proviso in the contract that the Federal Government may, on due notice, take over this projected fleet of ocean-liners, and that is one dubious-looking feature in the arrangement. It leaves an opening for the application of pressure upon Governments hereafter by those who are wedded to the "nationalization" of the freight, passenger, and mail carrying industry. That, however, is a fact which will have to be fought when the occasion arises, like any other rash and mischievous project to which Ministries may be urged from time to time.

MEMOS. FOR TO-MORROW. Auction. 2.30 p.m.—Auction of Household Furniture, &c., at Mr Geo. F. Lammert's Sale Rooms.

General Memoranda. FRIDAY, August 17:—Goods per Banca not cleared at 4 p.m. on this date subject to rent.

SATURDAY, August 18:—Noon.—Meeting of Shareholders of The Hongkong and Shanghai Banking Corporation, at the City Hall. 9.15 p.m.—Promenade Concert on the Volunteer Parade Ground.

MONDAY, August 20:—Noon.—Meeting of Hongkong & Whampoa Dock Co., Ltd., at Co.'s Office. Goods per *Radnorshire* undelivered after this date subject to rent.

TUESDAY, August 21:—Goods per *Sachsen* undelivered after this date subject to rent.

TUESDAY, August 22:—3 p.m.—Auction of Leasehold Property, at Messrs Hughes & Houghton's Sales Rooms.

The China Mail.

HONGKONG, WEDNESDAY, AUGUST 15, 1906.

AWAKENED CHINA.

PERHAPS the most important news received from the North for quite a long time was the telegram we published yesterday in reference to the Court's practical declaration in favour of reform. That is—that the favourable reception given to the report of the travelling commissioners really means. If the report had been damned with faint praise every reactionary in the Empire would have been encouraged and there would certainly have been a recrudescence of anti-foreign troubles. As it is, it may be expected that all the officials will become strenuous reformers. The Court, of course, sets the fashion and now that reform has been accorded the Imperial approval it will not take long for the example to be followed throughout the country. Too much should not be expected at first. China is such a gigantic place that even with really zealous reformers at the head of affairs it would take a very long time for new ideas to percolate down through the different strata of society. But the start will now be made under much more favourable auspices than seemed to be likely a little time ago. The great influence of the Court was in the past thrown on the reactionary side and it looked as if any reform would be achieved in spite of the Court, not by its help. The telegram, however, declares unequivocally that the Court has taken the opportunity to emphatically declare its approval of the report of the Commissioners and inferentially puts the seal of the Imperial approval upon the suggestions. With justice it can be now said that China has awakened.

The Manila *Cablenews* has taken upon itself the task of ascertaining the why and the wherefore of the desertions from the United States Army in the Philippines and to get to the root of the trouble has thrown open its columns in order to allow soldiers to ventilate their grievances. The policy adopted by the *Cablenews* has not been approved of on all sides, which, of course, is only natural, and another journal, the *Infantryman*, roundly attacks the Manila paper for its lack of common sense and proper working knowledge of decent journalism. Whether the policy of the *Cablenews* is a sound one or not matters little—the letters written by some of its correspondents shed a light on the conditions of army life in the Philippines, which, if correct, do not reflect any great credit on the administration. A "Marine" puts forward the opinion that desertion is caused by "bulldozing and bad chow," and he bitterly complains of the nationality of most sergeants in the U. S. Army, whom he terms "square-heads." With regard to food he points out that if a soldier received the rations the government allows no complaints would be made on that score, but he does not, and herein lies the source of most of the dissatisfaction.

Drowned in a Cask.

A suicide occurred under somewhat peculiar circumstances at Wanchai last night. The victim was a man named Li Cheong who has lately been drinking heavily. Some ten days ago (he deceased was dismissed from the shop at which he was working and this made him drink even more heavily than before. Last night he was under the influence of *am shu* and drowned himself in a water cask. A friend who was living in the same house went out leaving him drinking rather freely and on coming back again found his feet sticking out of the cask.

A RELIABLE REMEDY FOR DYSENTERY AND DIARRHOEA.

As the season is at hand when diarrhoea and dysentery are prevalent, a reliable remedy should always be kept in the house for immediate use. The success of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the treatment of bowel trouble, has brought it into almost universal use and the following letter indicates it is giving satisfaction in South Africa. Mr. J. E. Morris, Chemist at George, Cape Colony, says: "I have stocked Chamberlain's Remedies for some years and find them thoroughly reliable, and in all cases answering the purpose for which they are intended. For sale by all chemists and druggists."

PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL
(Under Courthouse House).

FIRST-CLASS

LADIES' & GENTLEMEN'S

HAIRDRESSING

SALOONS.

MONTHLY SUBSCRIPTIONS TAKEN.

ALL KINDS OF

HAIR WORK DONE.

JUST RECEIVED

A FINE ASSORTMENT OF

FANCY HAIR COMBS, etc.

Hongkong, August 8, 1906. 451



A. S. WATSON

& Co., Ltd.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS

Per Case Per Case
100s. 40s. 50s. 60s.

ST. ESTEPHE 8 00 9 00

ST. JULIEN 10 00 11 00

LA ROSE 13 00 14 00

CHATEAU HAUT BRION 20 00 22 00

LARRIVET 20 00 22 00

CHATEAU MOUTON 24 00 26 00

D'ARMAILHACQ 24 00 26 00

CHATEAU PONTET 28 00 —

CANET 28 00 —

CHATEAU LA TOUR 33 00 —

CARNET 33 00 —

CHATEAU RAUZAN 48 00 —

CHATEAU LAFITE 54 00 —

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

LA ROSE is a good sound wine of exceptional value for the money.

CHATEAU LA TOURCARNET, CHATEAU RAUZAN and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

THE ABOVE PRICES ARE
SUBJECT TO5 PER
CENT DISCOUNT.A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS

Hongkong, August 11, 1906.

The SAVOY,

LIMITED.

JUST
RECEIVED

FINE LINE

Untrimmed—

Hats. — —

THE SAVOY, Ltd.

QUEEN'S ROAD

CENTRAL.

THE

OVERLAND

'CHINA MAIL'

A

SUMMARY

WEEK'S NEWS.

Published in time for posting
Home by the

ENGLISH and FRENCH
MAILS.CAMPHORINE DISINFECTING
FLUID.

FROM THE SANITARY DRY LIME

COMPANY, LIVERPOOL.

A EUCALYPTUS PREPARATION.

NON-POISONOUS AND NON-CORROSIVE.

A FRAGRANT and MOST EFFECTIVE
DISINFECTANT.

Awarded the Gold Medal and Highest
Diploma, Antwerp Exhibition; and Silver
Medal and Diploma, Liverpool Exhibition.

Invaluable for Flushing, Watering and
Disinfecting Purposes, and Indispensable
for Nurseries, Baths and Sick Rooms.

To be had from:—
Messrs H. RUTTONJEE, J. BYRAM,
JEE & Co., JEEJEEBOY & Co., THE
MUTUAL STORE, TY SING, SANG
TAI, CHAN YUEN and also from the
Undersigned.

In 1 Gallon Tins and Split
Bottles.

In 1 GALLON TINS at \$2.25 per Tin.

In SPLIT BOTTLES at 15 Cts. per bottle.

AGENTS FOR HONGKONG AND SOUTH CHINA:

RUMJAHN & CO.,

2, FEDER STREET, HONGKONG.

Hongkong, August 1, 1906. 4543

DRINK — —

THE ONLY GENUINE

'TANSAN'

WHICH BEARS THE NAME OF

J. CLIFFORD-WILKINSON.

BEWARE OF SPIRITS

IMITATIONS

which are unpalatable and sometimes
dangerous.

Per Case of 48 Pints \$5.50

Per Doz in Pints \$1.70

Per Case of 100 Bottles \$9.50

For Further Details

TANSAN

GINGER ALE

Exporters Testify That

TANSAN

MAKES THE MOST

WHOLESOME AND

PALATABLE

GINGER ALE

IS THE BEST

Per Case of 48 Pints \$7.75

Per Doz in Pints \$1.95

Per Case of 100 Bottles \$9.95

Per Doz in Pints \$1.90

For Further Details

SAMPLES ON APPLICATION

SOLE AGENTS

H. PRICE & CO.,

Wine and Spirit Merchant

13, QUEEN'S ROAD CENTRAL.

DON'T MISS!!

POWELL'S

SPECIAL SHOW

of

SMART, UP-TO-DATE

BLOUSES,

BELTS,

MILLINERY,

SUNSHADES,

SKIRTS,

DRESS

FABRICS,

etc., etc., etc.

FIRST-CLASS GOODS

AT

MODERATE PRICES.

Wm. POWELL, Ltd.,

ALEXANDRA

BUILDINGS,

HONGKONG.

SENSATIONAL PLOT AT CANTON.

Officials Lives Threatened.

(From Our Correspondent.)

CANTON, August 14. Yesterday terror reigned in the City the cause being the discovery of a plot which had for its object the assassination of the Canton Authorities.

To-morrow (15th instant) being the anniversary of the Emperor of China's birthday, the local officials, as customary assembly at the Man Shan Kung, where the usual ceremony is carried out.

The plan of the plot as it was reported was to explode the Man Shan Kung when the ceremony was being put through.

Luckily the plot has been discovered before it was too late. It is reported that some twenty persons were known to be implicated in the affair, and the police have been given the strictest orders to have the persons concerned arrested.

It may be remembered that a similar attempt was made many years ago when Tak Sau administered the Government at Canton, but the plot was also unsuccessful.

THE "SALMAN" PIRACY CASE

(From Our Correspondent.)

It has already been reported that among the five robbers who were arrested some time ago, one of them was induced to turn "King's" evidence. As the result of the information that he gave, on Sunday last four other men were arrested whose names are here before the Court of interest to European readers. They have been taken to the San He prison, and have been put through an elaborate trial by the Nam Hei magistrates. When, however, these men were confronted with the previous facts of the case, they were not only not convicted, but were actually acquitted. The other two defendants were also acquitted, and the case was closed. The spirit of the law, however, the customary punishment of the robbers, unless they are first tried and found guilty, and therefore have not been taken into consideration. Indeed, from the brief accounts which appear before the public, the magistrates, it seems, have some difficulty in getting at the facts for what the pirates confess to today probably under the compulsion of the torture they deny the next time they are brought up for examination, and so the case seems to drag wearily on without any very definite results up to the present, except that one man has been arrested and of these men one is without doubt guilty up to the hilt.

JAPANESE ENTERPRISE.

Developing South American Trade.

In order to mark the first visit to the Harbour of the Japanese steamer "Kasado Maru" a tiffin was given on board to day at which Captain Filmer and Mr. K. Matsuda, agent for the Toyo Kisen Kaisha Line, entertained a number of guests including representatives of the press. The tiffin was much enjoyed and although there was no speech making or formal toasts the health of the Captain and the agents' genial representative was very heartily proposed in a glass of wine.

The "Kasado Maru" is an unusually interesting ship, having been formerly under the Russian flag under the name of the "Kazani," and is one of Japan's numerous trophies of the late war. She is a steamer of upwards of 6000 tons capacity and with a speed of 14.5 knots, and is especially fitted for the transport of troops. She was during the war sunk by the Russians before abandoning Port Arthur and subsequently raised in good condition by the Japanese Government, who have chartered her to the Toyo Kisen Kaisha, and will withdraw her for use as a troopship should she at any time be required. With her the Toyo Kisen Kaisha is about to make an endeavour to develop the South American trade in which she and the "Kosho Maru" (late the Russian hospital ship "Orel," which was attached to the famous Baltic fleet) will be employed.

The "Kosho Maru" is due here about the end of September and will be a fine addition to the Company's fleet, having a speed of 19 knots.

The trade between Japan and Callao, which will be the steamer's terminal port, is at present in its infancy but with these two fine steamers the Toyo Kisen Kaisha are confident of developing it. They are both specially well adapted for the coaling traffic and will have better accommodation for Chinese passengers than at present to be found on the majority of coaling ships.

An elephant can carry a load of 5000lb. with ease.

The Crystal Palace (London) roof contains 14 acres of glass.

INTERPRETATION: annually causes 500 persons in Prussia to commit suicide.

Five hundred and eighty-seven different languages are spoken in Europe.

The Egyptians consider it unhealthy to wash a child until it is at least one year old.

Patchwork used for banjos, etc., is made from the skins of asses, oxen, or wolves, that of wolves being considered the best.

A GOOD RULE FOR THE HOME.

MAKE it one of your regular habits to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy in your home as a safeguard against a sudden attack of bowel complaint. It is certain to be needed sooner or later, and when the time comes it will be needed badly. For sale by all chemists and druggists.

SPORTING.

Interport Swimming.

THE SHANGHAI TEAM.

We have received private advices from Shanghai to the effect that the Water Polo team, which will probably visit Hongkong in September next, will be composed of the following players:—

GOAL, G. H. Rutherford.
BACKS, G. R. Anderson and W. O. Lancaster.
HALF, R. W. MacCabe.

FORWARDS, A. Marti, P. Fowler and T. M. Lanowor.

In addition to the above it is probable that S. S. Nazar and G. A. F. Bidwell will journey south with the team. In that event the Shanghai team for the team race will include, as the first four, R. W. MacCabe, A. Marti, G. A. Bidwell and S. S. Nazar. It is suggested at Shanghai that the team race should be four sides, and if that suggestion is adopted the Shanghai men will have to swim against J. W. H. C. Humphreys, N. H. Alves and H. C. Sayer.

Water Polo Competition.

Yesterday afternoon "R" team, V.R.C. defeated "A" Company, R. W. K. by eleven goals to nil. Both teams played a good game.

Rifle Shooting.

THE FOLLOWING ARE THE HIGHEST SCORES MADE AT THE KING'S PARK RANGE IN THE POOL COMPETITION ON SATURDAY AND SUNDAY LAST.

A. W. J. Watt	59 + 11 = 70
Sir Francis Pigott	63 + 4 = 67
R. M. Ezekiell	51 + 16 = 67
G. E. Murrell	47 + 20 = 67
A. Jenkins	61 + 6 = 66
R. D. Atkinson	48 + 18 = 66
J. C. Gow	65 sec. = 65
J. C. Gow	52 + 12 = 64
H. W. Bird	45 + 19 = 64
E. W. Terrey	48 + 14 = 62
A. Ritchie	54 + 10 = 61
Dr. G. M. Harcourt	41 + 20 = 61
J. H. Pigott	60 sec. = 60
W. Chackam	40 + 20 = 60
A. Tuzford	51 + 9 = 60
S. T. Egerton	37 + 23 = 57
A. Gibbons	44 + 12 = 56
Dr. W. W. Pearson	45 + 10 = 55
W. J. J. Galt	43 + 12 = 55
A. Blower	41 + 10 = 51
W. H. T. Davis	41 + 6 = 50

BY WHARF AND WAVE.

Mr. Amos P. Wilder, the United States Consul General, informs us that he is in receipt of blank proposals and general instructions to bidders for the construction of:—1 sea going tug; 1 stern paddle wheel steamer; 1 steam launch; and 1 hull for steam launch. The bids will be received by W. S. Scott, Captain Q.M., office of Water Transportation, Manila, P.I., until September 27, 1906.

The launching and christening of the new Japanese shallow draft river gunboat "Fushimi" took place at the branch yard of the Kawasaki Dockyard Co., Pootung, on Aug. 8, in the presence of a large number of guests, among whom were many of the fairies. The tender "Alexandra," gaily dressed in bunting, left the N. Y. K. Wharf at 3.20 p.m., with a large party on board while many others in private launches and men-of-war pinnaces with naval officers made their way to the scene of operations. On arriving at the yard, the visitors were conveyed ashore in sampans and received by Mr. M. Matsukata, son of Baron Matsukata, manager of the Shanghai Branch of the Kawasaki Dock Co., and were escorted to a large open space where a detachment of Japanese sailors from the cruiser Takachiho and gunboats "Sumida" and "Tji" were drawn up in line. The "Fushimi" was seen laying a short distance from the shore, making a brave show in her dress of variegated bunting. She had been launched the night before owing to the favourable high water. On the shore was a small decorated table from which a silk thread led to the starboard side of the vessel from which was suspended from her upper house a large red and white silk globe which contained a number of pigeons, paper tokens of prosperity, etc. At a given signal Admiral Taketomi severed the thread connected with the silk bag which released the pigeons inside and they flew out with silken streamers and after circling about settled down on the vessel.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 15th at 11.35 a.m.—The barometer has fallen over N. China, owing to a depression which appears to be moving Eastwards over Shanghai. Changes in other areas are of little importance.

Pressure is highest over N.E. Japan in the North, and over the N. part of the China Sea in the South. Except over N.E. China, pressure is above the normal generally, the most marked excess, about 0.15 inch, being shown over N.E. Japan. Gradients continue gentle in the South, and light variable winds are indicated over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.
1.—Hongkong and Neighbourhood, SE. winds, light; fine.
2.—Formosa Channel, S. winds, light.
3.—South coast of China between Hongkong and Lamook, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

SHANGHAI IN PARAGRAPHS.

(From Our Correspondent.)

SHANGHAI, August 10.

Talking about riots—when aren't we talking about riots?—yet another scare has set brave hearts fluttering under khaki coats and disappointment has endured its same old ache because as usual nothing has happened. Naturally, the Mixed Court and its worthy Magistrate is the cause of strife and our harassed City Fathers fervently wish the Home Government would allow them unrestrained action when it comes to a question of an encroachment on their rights. "You naughty boy, you must not alter the Mixed Court goal. If you do, I shall tell father." But the "naughty boy" knows father is on his side and he says to mother "don't care if you do," so he is passively and complacently expecting the decision of the Taotai as to whether he is to proceed with the disputed alterations or whether he is to obey the mandates of the Council. With a tremendous assumption of dignity the Council said the operation must cease on Monday morning. To enforce their demand some of the volunteers were called out, a large force of police were on the spot in the expectation of trouble, but the "naughty boy" does not like to lose face and his hirelings were well aware that each man was provided with ball cartridges, so they adopted their old diplomatic tactics and the Taotai is now "considering the matter." Meanwhile, the average young man, possessed of none too much courage, asks himself shall I carry a loaded revolver in my pocket and chance it going off or shall I leave it at home and trust hopefully that the expected trouble would be squashed before it had even started?

Our little singing girls are having even more attention than they desire showered upon them, and some of the papers were bold enough to say they would be the cause of serious riots in the Settlement. Fear not, men and women of Hongkong, the Shanghai male persuasion with a white skin to back the "up," have not suddenly evinced an overpowering love for these seductive maidens of the East, but the Municipal Council says that Foochow Road—their rendezvous—is to be reformed, and the worthy Magistrate at the Mixed Court asserted that the proper place for hearing cases in connection with the seizure of dancings of too tender years should be at the Mixed Court and before his own mightiness. What a cry some of us made. Once more we saw the Chinese encroaching on our territory, and on our reserves. But the little storm has simmered down and the Magistrate contented himself with sending some of the girls to the kindly refuge of the Door of Hope Society. It has done one good thing. Once more attention has been attracted to the life of slavery some of these poor children are subjected to, because many of them are but little children and it is more than revolting to think of their surroundings, the size which only too often they themselves are forced into, and then to realise that if we sternly asserted the power given us by treaty to maintain good order and respectable conditions of life within the Settlement, the dark wickedness of Chinese life in the Foochow Road might be completely swept away.

Americans are giving us more food for talk, and were it not for the feeling of shame that so great a nation should have such inadequate weapons with which to punish crime, one would laugh at the farcical incidents creeping up from time to time. It was gravely announced that a prisoner named Battick, undergoing a term of imprisonment in the parody of a goal attached to the American Consulate, had escaped. How was it possible? It was the natural question, and then just as wisely and with as much self sufficiency we were told the prisoner had gone out for a walk and never came back! It appears the prisoner had been allowed a daily constitutional but it is not so apparent whether he was really accompanied by a Sikh or not. It seems strange so astute a nation as America should place such infinite belief in the capabilities for good in mankind that they should trust convicted men to such an extent. How pretty the convicts, say at Dartmoor, would look strolling over the countryside and coming home obediently to tea because they had so promised. It is to be sincerely hoped the new Judge will start his work of reformation by insisting upon proper provision being made for the safe and wholesome housing of American prisoners.

Since Hongkong cabled the entrancing news that they would journey up to Shanghai and meet us on the cricket field, immense excitement has stirred our world of sport. The horrible record of our sad defeat has been raked up from the shameful past and we say "we will bear defeat, but not a licking like that." So look out. Do not pride yourself because you hear it has been a disastrous cricketing season owing to the rain. There are many more days for practice and each man is on his mettle, especially as his play is being publicly and frankly criticised. Yes, we want to win, but more than anything else we want the keen interest that an inter-port match must bring, and then, apart from the cricket, it will be a gala time of many delights and Miss Shanghai is shaking out her skirts and preparing for a gay and giddy time.

Shanghai is horribly mean for a rich place. I don't know why it is but although our inhabitants squander money recklessly enough at times, when it comes to a matter of cents they look at each other and demand 110 cents for each dollar. St. George's Farm is respectable—eminently so. It has been well advertised in the papers that at this little resort a certain gentleman was refused a drink because of his fair complexion. Cannot you imagine all Shanghai's

staid lads flocking to a place where they can have a cup of tea—or something else—listen to little so-called music and enjoy the cool breezes that stray in and out amongst the trees? They do look, but they stay outside, and lines of carriages, each with well-to-do occupants, enjoy their music on the cheap. Can you imagine anything so mean? They even dispose with a lemon squash and the proprietor must find the situation rather tantalising. I think the Council would be perfectly justified in allowing him to make some small charge for carriage room outside his gates, but probably selfish Shanghai imagines him a philanthropist trying to infuse a little colour into their drab lives of uninterupted luxury.

PENANG AND A PORT TRUST.

The Singapore Press correspondent has interviewed the Hon. John Turner with reference to a Port Trust in Penang.

Mr. Turner was most emphatically in favour of a Port Trust, which he said should be established not only at Penang but also at Singapore. He agreed with the views expressed in the *Pingang Gazette* and said that by this means the question of the Colony's finances could be in some measure definitely settled. He deprecated Penang contributing to the interest of loans raised for the purchase of Tanjong Pagar and Improvement Schemes for Singapore Harbour.

Referring to the rumour that Prye Dock was to be handed over to the Federated Malay States, he quoted his speech on the second reading of the Tanjong Pagar Appropriation Bill as showing that the Penang vote was given in favour of the Bill on the distinct understanding that Prye Dock should remain in the possession of Penang.

DR MORRISON'S VISIT TO MANCHURIA.

Dr. Morrison, Peking correspondent of *The Times*, recently telegraphed the following correspondence to his paper regarding Manchuria.

1.—In consequence of the importation of Japanese goods into Manchuria from Tairen and Antung free of duty foreign merchandise is unable to endure competition.

2.—This Yingkou Customs revenue is deposited with a Japanese bank and utilized by Japan.

3.—Japan has purchased an extensive lot of ground for a nominal price and consequently no room is left for the site of the Chinese Customs House.

The Japanese press regards the above correspondence as evidence of a mis-understanding on the part of Dr. Morrison, and publishes an explanation as follows:

1.—It is natural that goods are imported into Tairen and Antung free of duty, as the Customs house is not yet established there. All goods imported into these ports are exempted from duty, irrespective of being Japanese or foreign manufactures, and freedom from duty is by no means beneficial for Japanese goods only. Though a light railway is installed from Antung to Mukden it is exclusively employed for military purposes and almost no merchandise is transported by that line, and therefore it is not a matter of fact that goods imported into Antung are entering the interior of Manchuria to compete with those imported through the dutiable port of Yingkou. Moreover, the Japanese Government does not object, in principle, to the proposed establishment of the Chinese Customs House at Tairen and Antung, and the importation of goods free of duty will be stopped before long.

2.—It is a matter of fact that the Yingkou Customs revenue is deposited with the Specie Bank, but with the consent of the Imperial Government. The Japanese authorities at Yingkou utilize the deposit for the local public expenses, such as for roads, hygiene, the police, etc., and the remainder is to be returned to the Chinese Government upon the completion of the evacuation. The Japanese have never appropriated the Customs revenue for their own use.

3.—Though a lot of ground along the river at Antung has been bought by the Japanese Government, it is to be attached to the Antung Railway. The purchase was made at the proper price in concert with the proprietor, and the area of land cannot be called too extensive, as compared with the site of another station on the Chinese Eastern Railway. It is impossible that lot for its site.

At present no Customs arrangements are made by the Chinese Government in North China, and Russian and other goods are being freely imported into North Manchuria by rail from the Russian boundary, whilst Chinese goods are entering Russian territory under similar conditions. If the Chinese Government should establish a Customs house at Tairen they must also make proper Customs arrangements in North Manchuria. Before permitting the establishment of the Chinese Customs House at Tairen the Japanese Government will investigate the conditions in North Manchuria and ask the Chinese Government to take equal steps in the South and North.—*Japan Gazette*.

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THE GOD OF WAR DISHONOURED.

Monday last was the anniversary of the death of the hero, who, during the period of Chinese history covered by "The Three Kingdoms," died on behalf of his country. It has been usual from time immemorial to keep the day as more or less a holiday, to arrange theatrical shows, and in other ways so dear to the Chinese keep the festival. Up to the present no one has questioned the utility of these services or the advantages of offering worship to the deceased hero—now the God of War. A change is however coming over the minds of some of the more enlightened of the people. There is a big temple dedicated to the God of War in Falahen, and the anniversary generally means a good time for all those who have not put their hands into their pockets and find the money for the yearly expense. Every year this temple collects and expends on this occasion more than a thousand dollars. This year it appears there has been some demurring as to the wisdom of this sort of thing, and the heads of the shops who were deputed to act as a committee have determined to curtail the expenditure, and to spend the funds usually lavished on the frivolities to the more sound object of education. It is said that their ideas have been supported by a large number of the people who were interested.

"CHINKIANG" "ALACRITY" COLLISION.

Inquiry at Shanghai

An inquiry into the collision between H. M. S. "Alacrity" and the C. N. Co.'s s.s. "Chinkiang" was commenced at Shanghai on August 8, both parties alleging the other to be responsible.

Commander Leatham, of the "Alacrity," said that at the time of the collision the "Alacrity" was bound from Shanghai to Wei-hai-wei. The fog was first encountered nearly thirty-six hours before the collision. The fog was in patches. It was impossible to take sights they were navigating by soundings.

The course before 10 a.m. was nearly North. About 10.8, judging he was off the Promontory, witness altered the course to West to find the deeper soundings. A few minutes later the soundings deepened. They were going very slowly because of the soundings and because they were crossing the track of other vessels. They went slower as they approached the land. Speed was gauged by revolutions and the log. At 10.45 the course was altered, to N. 20 W. (Mag.), which course they kept up to the time of the collision. Witness heard a steamer's fog signal on the port bow about 10.50. The steamer passed them inshore and went away on their port quarter. It could still be heard faintly on their quarter at the time of the collision. When on the N. 20 W. course at about 10.50 witness altered his speed from dead slow to fifty revolutions, which would give a speed of about 6.8 knots. He considered this was a safe speed on that course. Witness heard a second steamer's whistle, also on the port bow. It was not loud—the ship was some distance off. He judged the vessel to be two or three miles off. The sound did not show that the vessel was approaching the "Alacrity." Witness heard no other signals until the "Chinkiang" was close to him. Her whistle suddenly sounded close to them out of the fog, about a minute before the collision. Witness did not associate this whistle with the second one he had heard on his port bow. He could not see the vessel which blew this loud blast, but he immediately stopped his engines. A close look out was being kept because of the proximity to the Promontory, the fog signal of which they expected to hear. About half a minute after hearing the loud blast witness saw the bow wave of the "Chinkiang" about five points on his port bow. The blast of her whistle came as a surprise to him. Almost immediately after seeing the wave he saw the steamer. As she was going at a high rate of speed and standing across his bow he gave the order "full-speed astern" with both engines. He was then going very slow as the engines had been stopped. The "Alacrity" steamed before the collision for a quarter of an hour or so, it was blown at short intervals of a minute or less. After ordering "full-speed astern" witness ordered the watch-tight doors to be closed. He did not change his course. There was very little wind on the "Alacrity" at the moment of the collision, more than two knots. The "Chinkiang" was going fast, was going fast. She was about a cable distant when he first saw her. She did not appear to reduce speed, but when a ship's length away she seemed to put her helm hard astern and blew two short blasts. She slowed her speed to "about ten knots." The "Chinkiang" was just abreast of the foremost, in the rigging. The bowsprit swept along the side of the "Chinkiang," and the bow fetched up against the first mate's cabin. The whole bow above water struck the "Chinkiang" before the collision. The "Alacrity" heeled over to starboard. Bowsprit and bow then parted, and this freed the "Alacrity," which by that time had stem-ward. From the "Chinkiang's" bow wave, which was about two feet high and continuous, and from the damage she sustained, witness judged her speed to be about ten knots. The "Chinkiang," directly they were cleared, disappeared into the fog on their starboard bow. The "Alacrity" stopped and they hailed each other, and waited close to each other for a short time. Proceeding.

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THE FAR EAST.

Points from the Press

CHINA AND A GOVERNMENT.

Writing on the question of a constitutional Government for China, the *N. C. Daily News* says that constitutional government is not the end-all and be-all of that mysterious movement which is urging her people on with a desire to place their nation on a level with the great Powers. It is indeed, but one small step in advance. The whole body politic has to be raised from the slough of national apathy and effete civilisation to a consciousness of a power for better things than have satisfied it in the past. Here, it would seem, will be the rub. In recommending the adoption of the Japanese Constitution the Commissioners were careful to point out that such a scheme of representative government in no way implied a diminution of the Imperial power. They may have no difficulty in persuading their Majesties of this elementary fact but they will find it hard put to it to win the consent of the great bureaucracy that has so long lapsed on the ignorance and helplessness of China's millions. For this class the political regeneration of this vast Empire sounds the death-knell of the exclusive privileges it has so long enjoyed. Better for them that the country remains as it is, that they may not be disturbed in their enjoyment of the good things of the earth. That such a condition of affairs spells the continued supervision by foreigners of China's administration is nothing to them. This "interference" on the part of the foreigner is rather an advantage, as it serves as a rallying cry to distract the attention of the masses from their own short comings. From this class, therefore, must opposition to all practical schemes of reform be looked for. It is not to the interest of its members that real education should permeate China; they prefer that ignorance and helplessness should continue to prevail, and so that end they may be relied upon to encourage these failings by proclamations in the manner of the Viceroy of Canton a few weeks ago, urging the people to protect the moon (during an eclipse) from being swallowed up by the Dragon. The great disasters in China and the lack of rapid communication among the obstacles to the spread of education and enlightenment. With the latter will come a consciousness of a dormant capacity for better things, and on that can be built the soundest of constitutional governments. The motive power of the new machine, however, must be entirely up-to-date and its frame must be self-repelling.

SINGAPORE'S HARBOUR.

The *Straits Times* puts the position in connection with the meeting regarding the proposed postponement, or abandonment, of the projected harbour thus:—The Colony has to pay, the Colony must pay, \$30,000,000, plus \$17,000,000 for improvements, for the T. P. D. Co.'s property here and elsewhere. Through whose policy, enterprise, or fault, just as it may be called, has that charge on the Colony's resources arisen? Is there a moment's doubt about it, that the expropriation and thence the charge on the outcome of a Government arrangement; the Government planned it, the Government carried it through, the Company and the Colony *volentes volentes*. It is therefore for the Government to see the Colony through the difficulty. But, say the speakers, the Government will tax the Colony, not only to provide interest on the necessary loans for Tanjong Pagar but also for that on loans for the Inner Harbour and Reclamation at Teluk Ayer St. Lawrence, and Penang Harbour (\$4,250,000), and Penang Harbour (\$1,750,000); making in all a total of loans of \$65,000,000. But will the Government do so? We think not, for this reason—the Colony will not permit it. Yesterday's speakers, however, do not allow the Colony any such power of resistance. They say humbly, "Do not force us to borrow \$65,000,000; let us of \$12,000,000; and we shall worry along; the best we can with the dead weight of \$53,000,000 round our necks." They strain at the \$12,000,000; and swallow the \$53,000,000, with distaste certainly, but with humility. What we ask, is the good of doing that? Surely, we may as well be hanged for a sheep as for a lamb, and by cutting away \$12,000,000, we only lessen the interest by one fifth. The four-fifths, cook at them as you please, will mean taxation, and that we must resolutely decline to allow. The Government have placed the Colony in this position; and as we have said, it rests with the Government to pull the Colony through. How do most people proceed in an emergency of this kind? Do they proceed, as the Association urges, to stop projected expenses or extravagances, and also to cut down their establishment either by discharge or reduction of wages. Of course, they do. Well in that case, the Inner Harbour and Reclamation should have to wait. Can we do without River Improvements and Penang Harbour? No, is the answer everywhere; and after all the two together make only \$8,000,000. Every body agrees that the T. P. Improvements are absolutely necessary; so we cannot get rid of either the \$17,000,000 or the \$5,000,000. This is all we can do by way of curbing our tailing projects—to knock off \$12,000,000. But the Government can reduce their establishment. The authorities at home would seem to be in favour of military reduction. Let them prove their constancy by reducing us of our military friends out here. That would mean a saving of, say, \$1,000,000 per annum; for we must keep a few artillery. Then, acting on the same principle as we should do in a private way, the Government would go through the list of their employees; they find themselves too kind-hearted to discharge, they merely reduce the pay. They acknowledge, being honest men, that the colonists must not suffer (by taxation), and therefore they themselves must put up with rather reduced salaries. A nice little \$1,000,000 per annum can be set aside in that way; and so we get \$8,000,000, with which to pay interest on the loans that are quite necessary. If we sell out our Note deposit and invest the money in T.P., we shall find that we have enough with our intakings to pay interest not only on \$53,000,000, but also on the \$12,000,000 required for the luxury of a boat harbour, &c. Should these suggestions prove impracticable, let us search for others but refuse now and always to be taxed a cent. Anyhow, as things are now, the Settlement has declined most positively to have any harbour-improvement at present, and the Settlement is right.

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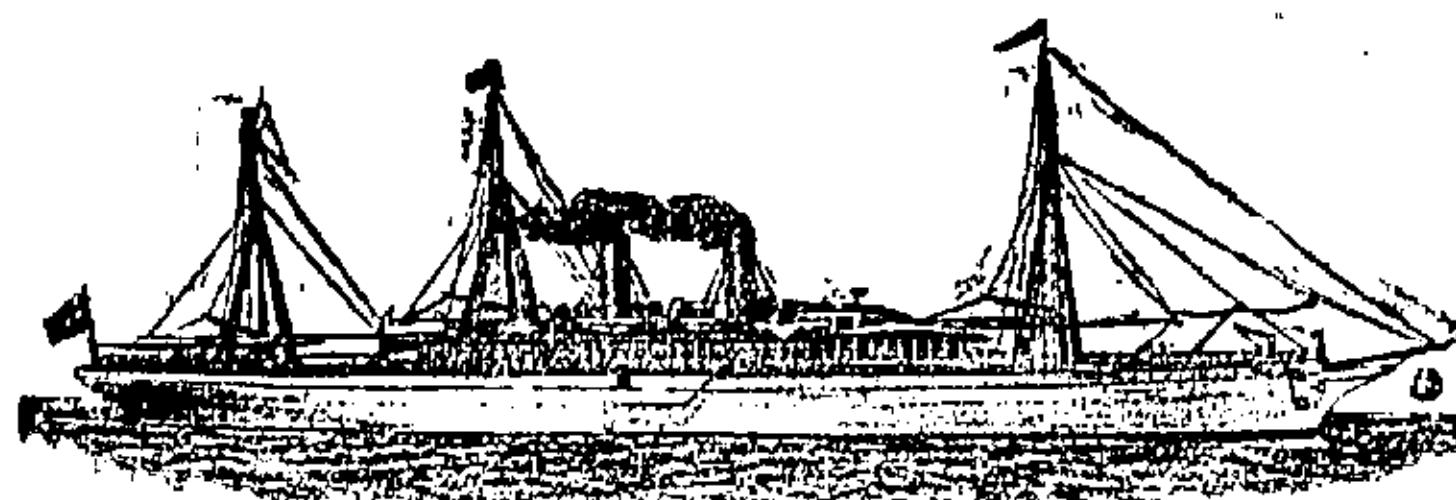
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	SADO MARU, Tons 6,227.	WEDNESDAY, 19th Sept., at Daylight.
VICTORIA, B.C. AND SEATTLE, VIA KEELUNG, SHANGHAI, MOI, KORE AND YOKOHAMA.	KAGA MARU, Tons 6,391.	MONDAY, 20th Aug., at 4 p.m.
	SHINANO MARU, Tons 6,358.	MONDAY, 17th Sept., at 4 p.m.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Tons 5,336, Capt. E.W. Hasecl.	FRIDAY, 7th Sept., at 4 p.m.
	KIMANO MARU, Tons 5,476.	SATURDAY, 29th Sept., at Noon.
KOBE AND YOKOHAMA.	KAWACHI MARU, Tons 6,096.	THURSDAY, 30th Aug., at 4 p.m.
BOMBAY, VIA SINGAPORE AND COLOMBO.	KAGOSHIMA MARU, Tons 4,466.	TUESDAY, 28th Sept., at 4 p.m.
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GLASGOW AND LIVERPOOL	TERNEZ	6th September
GLASGOW AND LIVERPOOL	MACHADO	6th "
GLASGOW AND LIVERPOOL	MOVIE	13th "
GLASGOW AND LIVERPOOL	AGAMEMNON	13th "
GLASGOW AND LIVERPOOL	CALCAS	20th "
GLASGOW AND LIVERPOOL	MESSELAUS	27th "
GLASGOW AND LIVERPOOL	NINCHOW	27th "

HOMWARDS.

FROM	TO	DATE
LIVERPOOL DIRECT	TYNEDS	20th August
LONDON, AMSTERDAM & ANTWERP	ACHILLES	23th "
MARSEILLES, HAVRE & LIVERPOOL	ALCIBIDES	30th "
LONDON, AMSTERDAM & ANTWERP	DIOMEDES	11th September
GENOA, MARSEILLES & LIVERPOOL	PELEUS	20th "
LONDON, AMSTERDAM & ANTWERP	CYCLOPS	20th "
HAVRE, ROTTERDAM & LIVERPOOL	KINTOK	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.

TAKING CARGO ON THROUGH BILLS OF LADING TO ALL PORTS AND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PORTS PACIFIC COAST	BRILLEROPHON	1st September
YOKOHAMA, KOREA & YOKOHAMA	NINCHOW	6th September

WESTWARD.

FROM	TO	DATE
TACOMA, SEATTLE, VICTORIA	SECTOR	8th September

CHINA NAVIGATION CO., LD.

FROM	TO	DATE
NINGPO, SHANGHAI & VLADIVOSTOK	PAOTING	17th August
CHINKIANG	KWANSE	18th August
MANILA	TAMING	21st August
SHANGHAI	YONGYU	21st August
SHANGHAI	TIENSHIN	24th August
CEBU & ILOILO	SENOKIANO	22nd August
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	THININ	27th August

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light.—Perfect Cuisine.—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.


Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. Almond	Manila	SATURDAY, 18th August, at 12 o'clock Noon.
ZAPIRO	2540	R. Rodger	Manila	28th August, at 12 o'clock Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST).

	TO SAIL
S.S. JOHN HARDIE.....	About 25th August, 1906
S.S. SOUTH AMERICA.....	About 10th October, 1906

For Freight and further information, apply to
SHEWAN, TOMES & CO., General Agents.

THE ORIENTAL PACIFIC LINE.
FOR KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship TONAWANDA will be despatched for the above ports on or about MONDAY, 20th August.

For freight and further particulars, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, August 6, 1906. 1577

THE AMERICAN AND ORIENTAL LINE.
FOR BOSTON AND NEW YORK, (With Liberty to call at MALABAR COAST).

THE Steamship FOXLEY, Captain BURMAN, will be despatched for the above ports on or about TUESDAY, 4th September.

For Freight, apply to
ARNHOLD, KARBURG & Co., Agents.
Hongkong, August 6, 1906. 1591

Shipping.

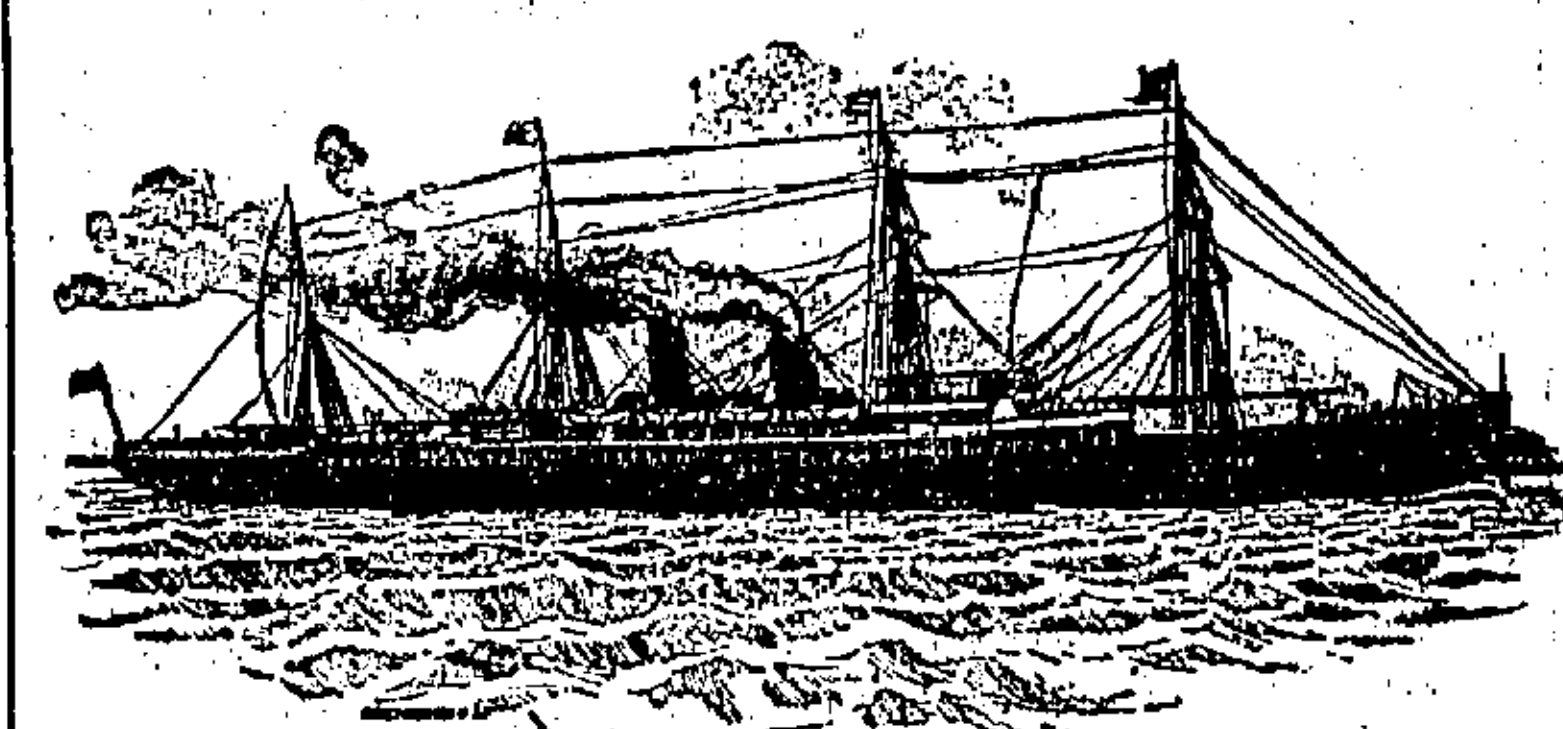
PACIFIC MAIL S.S. CO.

OCCIDENTAL AND ORIENTAL S.S. CO.

TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE	TO SAIL
CHINA	10,200 Gross Tons	TUESDAY, 21st Aug., at Noon.	
MONSIEUR	27,000	TUESDAY, 28th Aug., at Noon.	
NIPPON MARU	11,000	TUESDAY, 4th Sept., at Noon.	
DORIC	9,500	FRIDAY, 14th Sept., at Noon.	
MANOHURIA	27,000	SATURDAY, 22nd Sept., at Noon.	
HONGKONG MARU	11,000	TUESDAY, 2nd Oct., at Noon.	
KOREA	18,000	FRIDAY, 12th Oct., at Noon.	
AMERICA MARU	11,000	TUESDAY, 2nd Oct., at Noon.	
SIBERIA	18,000	TUESDAY, 30th Oct., at Noon.	

RECORD FAST TRIPS.

Yokohama to San Francisco.....S. S. KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu.....S. S. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama.....S. S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco.....S. S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE P. M. Steamship CHINA will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 21st August, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL ON
ARAGONIA	5198	ERST	Sept. 3, at Daylight.
NICOMEDIA	4370	G. MEISER	Sept. 10, at Daylight.
YOMANTIA	4370	FELDMANN	Oct. 9, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
+ SHANGHAI	KWONGSANG	THURSDAY, Aug. 16, at 4 p.m.
+ MANILA	YUENSANG	FRIDAY, Aug. 17, at 4 p.m.
+ TIENSHIN	CHIPSHING	SATURDAY, Aug. 18, at 4 p.m.
SINGAPORE, SAMARANG AND SOERABAYA	CHUNSANG	TUESDAY, Aug. 21, at 3 p.m.

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

Proposed SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
TREMONT	9808	T. W. Garlick	22nd August
LEIADES	3753	F. G. Farrington	About 16th Sept.
ORA	4417	G. W. Williams	23rd September
SHAWBUT	9808	E. V. Roberts	24th October

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. Tremont and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels renders them steady at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to
Dodwell & Co., Limited, GENERAL AGENTS.

JOHN'S BUILDINGS. Hongkong, August 6, 1906. 1577

Shipping.

TOYO KISEN KAISHA

SOUTH AMERICAN LINE.

REGULAR F-STEAMSHIP SERVICE BETWEEN HONGKONG AND SOUTH AMERICAN PORTS.

Proposed Sailing from Hongkong to OAHU, IQUIQUE, VALPARAISO, via JAPAN PORTS (Kobe & Yokohama).

Steamers Tons Sails About
KASADO MARU 6000 Aug. 17, at Noon.
GLENFARG 4000 Aug. 23, at Noon.

Taking Freight also to other Western Coast Ports of South America transshipping to the Connecting Lines.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A daily qualified Surgeon is carried on each boat.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building, Hongkong, August 11, 1906. 1594

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship GREGORY APCAR, Captain S. H. Benson, will be despatched for the above Ports on FRIDAY, the 17th inst., at 3 p.m.

For Freight or Passage, apply to
D. SASSOON & Co., Ltd., Agents, Hongkong, August 11, 1906. 1676

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, PANAMA, ADEN, DUBROVNI, EGYPT, MARSEILLES, LONDON, HAVRE, BORNEAU, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship ERNEST SIMONS, Captain BOURBON, will be despatched for MARSEILLES on TUESDAY, the 21st August, 1906, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. Ville de la Citad bound for MARSEILLES, via BOMBAY and ADEN.

Passage Tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next Sailing will be as follows:—
S.S. CALEDONIAN Sept. 4, 1906.
S.S. POLYTHEME Sept. 18, 1906.
S.S. SALAZIE Oct. 2, 1906.

G. DE CHAMPEAUX, Agent, Hongkong, August 7, 1906. 1581

STEAM FOR STRAITS, CHYLOU, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELHI, Captain J. D. Andrews, s.s., carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 2nd August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Victoria, 6,222 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London or other ports for London, &c., will be conveyed from Bombay by the R.M.S. Fugit, due in London on the 7th October, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
E. A. HEWITT, Superintendent, Hongkong, August 11, 1906. 1609

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TAFMANIA, &c.)

THE Steamship EASTERN, Captain POWELL, will be despatched as above on SATURDAY, the 1st September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stevedore and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents, Hongkong, August 2, 1906. 155

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

MARSEILLES & LONDON.

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO ROYAL AND NEW YORK.

Steamer	Leave	Connecting Steamers	Due at	Due at
Colombo	Hongkong	Marseilles & London	Marseilles (Brindisi)	London
			3 days earlier	1 day later
DELHI	Aug. 20	VICTORIA	Sept. 23	Sept. 30
MALTA	Aug. 26	MAEDONIA	Oct. 7	Oct. 14
DEVANTRA	Sept. 2	CHINA	Oct. 21	Oct. 28
DEHLI	Sept. 9	INDIA	Nov. 3	Nov. 10
DELHI	Sept. 16	MONGOLIA	Nov. 17	Nov. 24
SIMLA	Sept. 23	BRITANNIA	Dec. 1	Dec. 8
DELTA	Sept. 30	MOOLTAN	Dec. 15	Dec. 22
			1907	
MALTA	Oct. 7	HIMALAYA	Jan. 5	Jan. 12
DEVANTRA	Oct. 14	MOLDAVIA	Jan. 12	Jan. 19
DELTA	Oct. 21	VICTORIA	Jan. 19	Jan. 26

The Company proceeds through, and takes passengers for Marseilles and London without transshipment.
Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Passengers in the connecting steamer from Colombo to Marseilles will be at the time of booking.
On to the above Mail Steamers the following
THROUGH TICKETS (Now Through) to LONDON

LONDON.

Steamer	Leave	Due at
Hongkong	London	London
NUBIA	Aug. 16	Oct. 1
SUNDA	Aug. 23	Oct. 8
JAVA	Aug. 30	Oct. 15
MANILA	Sept. 6	Oct. 22
NILE	Sept. 13	Oct. 29
SUMATRA	Sept. 20	Nov. 5
NAMIE	Sept. 27	Nov. 12

These Steamers call at Singapore, Penang, and Malacca.
The Company's First Class Passengers.
The Company's Second Class Passengers.
The Company's Third Class Passengers.

9991

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

Steamer	Destination	To Sail
SLAVONIA	SHANGHAI, YOKOHAMA & KOBE.	17th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA & KOBE.	24th August.
SEVIA	SHANGHAI, YOKOHAMA & KOBE.	31st Sept.
SEGOVIA	SHANGHAI, YOKOHAMA & KOBE.	7th Oct.
BRISGAVIA	SHANGHAI, YOKOHAMA & KOBE.	14th Sept.

HOMeward.

Steamer	Destination	To Sail
SPEZIA	HAVRE & HAMBURG.	18th Aug.
SILESIA	NAPLES, HAVRE, BREMEN & HAMBURG.	4th Sept.
HELVETIA	HAVRE & HAMBURG.	10th Sept.
SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG.	18th Sept.
SENEGAMBIA	HAVRE & HAMBURG.	2nd Oct.
SEGOVIA	HAVRE & HAMBURG.	11th Oct.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity, daily qualified Doctor and Stewardess on board.

Steamer	Destination	To Sail
DAPHNE	NAGASAKI AND VLADIVOSTOK.	Beginning of Sept.
ITHAKA	SHANGHAI AND NAGASAKI.	16th August.
LYDIA	SHANGHAI AND CHINKIANG.	To follow.
KOWLOON	SHANGHAI AND CHINKIANG.	To follow.

Taking Cargo at through Rates to Tientsin and CHEMULPO.
For Freight and Passage, apply to
For Steamers of the Coast Service marked to
SIEMSEN & CO. HONGKONG OFFICE. 313

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

The Co.'s s.s.	For	Leaving
SHOSHU MARU, Capt. T. SUGIWA.	SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	THURSDAY, Aug. 16, at Noon.
SHOSHU MARU, Capt. T. SUGIWA.	SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	SATURDAY, Aug. 18, at Noon.
MASAN MARU, Capt. S. TAGAMI.	TAMUI, Via SWATOW AND AMOY.	SUNDAY, Aug. 19, at 10 a.m.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidehips. Unsurpassed Table.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1, QUEEN'S BUILDINGS.
T. ARIMA, Manager.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

Steamers	SAILING DATES, 1906.
PRINZ REGENT LUITPOLD	WEDNESDAY, 16th August.
PRINZ KETEL FRIDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th Sept.
PRINZ HEINRICH	WEDNESDAY, 26th Sept.
GNEISNAU	WEDNESDAY, 10th Oct.
PRINZ LUDWIG	WEDNESDAY, 24th Oct.
PRINZESS ALICE	WEDNESDAY, 7th Nov.
PRINZESSEN	WEDNESDAY, 21st Nov.

ON WEDNESDAY, the 16th of August, 1906, at 6 p.m., the Steamship PRINZ REGENT LUITPOLD, Captain KROGER, with MAILS, PASSENGERS, FREIGHT AND CARGO, will leave this Port as above, calling at NAPLES AND GENOA.

Shipping Orders will be granted till Noon, on Monday, the 13th August. Cargo and Special will be received on Board until 5 p.m. on Tuesday, the 14th August, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 14th August.
Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs., and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid accommodation and excellent food and drink, and the crew is well trained and experienced.

RATES OF PASSAGE MONEY FROM HONGKONG.	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	£81.0.0	£42.0.0	£22.0.0
RETURNS	91.0.0	48.0.0	24.0.0
To Southampton, London, Bremen and Hamburg	65.0.0	44.0.0	24.0.0
RETURNS	97.0.0	64.0.0	36.0.0
To New York, via Suez, Naples, Genoa or Gibraltar	84.0.0	44.0.0	26.0.0
RETURNS	115.0.0	70.0.0	47.0.0
To Bremen or Southampton	68.0.0	46.0.0	27.0.0
RETURNS	123.0.0	83.0.0	49.0.0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates will be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT
Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.
PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

Steamers	SAILING DATES.
WILLEHAD	4763 tons.....TUESDAY, 21st Aug., 1906.
PRINZ WALDEMAR	3227 tons.....TUESDAY, 18th Sept., "
PRINZ SIGISMUND	3302 tons.....TUESDAY, 10th Oct., "

ON TUESDAY, the 21st of August, at Noon, the Steamship WILLEHAD, Captain OMENAKER, with Mails, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To MANILA	£30.0.0	£20.0.0	£10.0.0
To NEW GUINEA	£24.0.0	£14.0.0	£8.0.0
To BRISBANE	£24.0.0	£14.0.0	£8.0.0
To SYDNEY	£24.0.0	£14.0.0	£8.0.0
To MELBOURNE	£24.0.0	£14.0.0	£8.0.0
To YOKOHAMA	£24.0.0	£14.0.0	£8.0.0
To KOBE	£24.0.0	£14.0.0	£8.0.0
To YOKOHAMA & back from KOBE to HONGKONG	£140.0.0	£100.0.0	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG 1st Class
To Europe via Australia and Colombo by Imperial Mail Steamer £97.0.0.
To Europe via Australia and America 96.0.0.
(from Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	PRINZ HEINRICH	WEDNESDAY, Aug. 29.
YOKOHAMA & KOBE.	PRINZ WALDEMAR	WEDNESDAY, Aug. 29.

* Reaching Yokohama in less than 6 Days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG, via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & S. S. Co., T. K. R. and from NEW YORK to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:—

	1st Class
to London via Plymouth or Southampton	£82.0.0
to Bremen	83.0.0
to Paris via Cherbourg	85.0.0
to Naples, Genoa, via Gibraltar	65.0.0

Norddeutscher Lloyd.
For further Particulars, apply to
MELCHERS & CO., Agents.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departures of each English and French Mail Steamer to Europe.

FULL REPORTS AND THE LATEST INTELLIGENCE

(Commercial, Shipping, etc.)
£17 per Annum (including Postage).
CHINA MAIL OFFICE.
61 WYNDHAM STREET HONGKONG.

TERRIFIC EXPLOSION.

By a terrible explosion which occurred at Cradley Heath, Staffordshire, on July 5 two men were killed and six people were severely injured. The catastrophe occurred at the iron and engineering works of Messrs Penn Brothers, where a boiler about thirty feet long exploded. Not only were several sheds wrecked, but a sixty-foot stack was severed at the base and fell. The scene was indescribable. One poor man, a painter named Joseph Penn, was killed outright. He was hurled on to a heap of pig-iron, where his mutilated remains were found. A part of the shattered boiler, weighing three tons, was hurled over twenty houses, a distance of 250 yards. Some of the bricks and boiler-plates were thrown over 600 yards into some houses.

THE SEA SERPENT SLAIN.

Eaten By Arabs.

Knowing little or nothing about the silly season or about the value of silly season topics, says the Paris correspondent of the Standard, the natives of the village of Beni-Belaid, near Philippeville, in Algeria having discovered the sea serpent, in their happy ignorance they killed it. Some people bathing on the beach of Beni-Belaid were startled to see an extraordinarily large creature swimming, diving, and squinting about in the water about two hundred yards from the shore. The bathers compared notes with the light-house keeper, who had also noticed the curiosity, and then went to beat up the tribe to which they belonged. The young Arabs came on horseback armed with axes, knives, and guns, and the old men, the women, and children came to look on. The "warrior hunters" went out, plunging and "killing" to meet the monster. The latter, armed with all kinds of weapons and killed it. The beast was then hauled out of reach of the waves by eighty young men pulling side by side. Two hours later only its skeleton remained, the natives having hacked all the flesh away. According to the communal report, the animal was seven feet long, and its girth was about ten feet. It weighed about four tons, and its bones are exceptionally hard; indeed, it is said that a bullet from a rifle fired at it, and it was not even scratched.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship

Captain J. S. ROBERT, will be despatched for the above Ports on THURSDAY, the 16th August, at 1 p.m.

For Freight or Passage, apply to

DOUGLAS, LAURIE & Co., General Managers.

Hongkong, August 13, 1906. 1612

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

Captain BENOIT, will be despatched for the above ports on or about MONDAY, the 20th August.

G. de CHAMPEAUX, Agent.

Hongkong, August 13, 1906. 1614

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

PIUMME AND TRIESTE Direct, calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BALTIC, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, YEMOT and ADRIATIC PORTS).

THE Company's Steamship

Captain BLAUER, will be despatched as above on TUESDAY, the 28th August, p.m.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, August 7, 1906. 1589

BROOKBANK LINE TO THE FAR EAST.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Company's Steamship

having arrived, Consignees of Goods are hereby informed that their Goods are being landed at their risk, into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 17th August, 1906, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th August, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, August 10, 1906. 1602

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Company's Steamship

having arrived, Consignees of Goods are hereby informed that their Goods are being landed at their risk, into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 17th August, 1906, or they will not be recognized.

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Hongkong, August 10, 1906. 1602

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Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 17th August, 1906, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th August, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, August 10, 1906. 1602

Notice to Consignees.

'SHIRE' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, LONDON AND STRAITS.

THE Steamship

Captain J. M. HAYDEN, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at KOWLOON and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 20th Inst., at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHAW, WATSON & Co., Agents.

Hongkong, August 14, 1906. 1618

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 p.m., to-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st Inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 21st Inst., at 9.30 a.m.

All Claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, August 14, 1906. 1619

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER BANCA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and stored at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From Marseilles, &c., ex s.s. Himalaya.
From Persian Gulf, ex s.s. B.S.N. and B. & P.N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 17th Inst., at 4 p.m., will be subject to

Vessels Advertised as Loading

EXCLUSIVE OF THIS ADVISORY AND COMPLIMENTARY

the Hongkong shore are marked k , near the Kowloon shore k , and those

Green Island. Vessels near the Hongkong shore are marked *K*, the Kowloon shore *K*, and those in the body of the Shipping Channel midway between each shore are marked *o*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office
4. From Harbour Master's to the Mureet.
5. From The Market to Poddar's Wharf.
6. From Poddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellie's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

VESSELS' NAMES.	AGENCY.	CAPTAIN.	FLAG AND RIG.	TONS.	DATE OF DEPT.	DATE OF ARRIVAL.	CONSIGNEES OR AGENTS.	DESTINATIONS.	REMARKS.
Steamers.									
A. B. Broch	3	Andersen	Norw. str.	541	July	14	Order		
Romeo	7	Sembill	Ger. str.	1344	Aug.	13	Melchers & Co.		
Grand	3	Evensen	Norw. str.	1519	July	9	Sander, Wieler & Co.		
Charterhouse	3	Ollifant	British str.	900	Aug.	14	Chinese		
China	3	Field	Amer. str.	3158	Aug.	15	P. M. S. S. Co.	Shanghai & Fisco	August 21.
Chipping	3	Wegall	British str.	1199	Aug.	14	Jardine, Matheson & Co.		
Choo Tai	3	Mollerann	Ger. str.	1115	Aug.	12	Butterfield & Swire		
Chuan	9	Cox	British str.	416	Aug.	12	Jardine, Matheson & Co.	Spore & Sourabaya	August 21.
Coptic	3	Cinch	British str.	2744	July	20	O. & S. S. Co.		
Dagrun	3	Lunde	Norw. str.	670	Aug.	11	Order	Bangkok	August 17.
Derwent	3	Jenkins	British str.	1563	Aug.	10	Chinese		
Emma Luyken	3	Comand	Ger. str.	1123	July	16	Chinese		
Empress of India	3	Bosham	British str.	3 48	Aug.	14	P. R. Co.	Vancouver (R.O.)	August 30.
Germania	3	Fugel	Ger. str.	1000	Aug.	13	Simsen & Co.		
	3	Wagster	British str.	3025	Aug.	14	McGregor Bros. & Gow.		

Gregory Apar	4	c Balcon	British str	2961 Aug.	9 David Jackson & Co., Ltd.	Singapore & Calcutta	August 17.
Kaga Maru	3	c Christensen	Japan, str	3901 Aug.	11 Vippon Yusen Kaisha	Shanghai & Seattle	August 20.
Kalobar	3	h Walker	British str	2134 Aug.	2 Arnhold, Karberg & Co.	Kobe & Callao	August 17.
Kasado Maru	3	c Elmer	Japan, str	2170 Aug.	10 Mitsui Bussan Kaisha	Kobe & Callao	August 17.
Kiyo Maru	3	c Morio	Japan, str	1440 Aug.	13 E. A. Trading Co.	Kobe	August 18.
Koun Maru	3	c Shimazaki	Japan, str	1783 Aug.	10 Fukusa & Co.	Kobe	August 18.
Kwasan	2	c Hupst	Chil. str	1838 Aug.	13 J. M. S. N. Co.		
Kwongsheng	3	c Baker	British str	1428 Aug.	11 Jardine Matheson & Co.		
Landroff Scheff	3	c Grand	Ger. str	1012 Aug.	14 Borden		
Larsen	5	h Rued	British str	1183 Aug.	14 Douglas Steamship Co.	Swatow & Foochow	August 16.
Hue	3	c Pannier	French str	1707 Aug.	13 J. W. Ferry	Kwongchowwan, & Swatow	August 18.
Ihaka	3	c Pannier	French str	2230 Aug.	12 Simmons & Co.	Shanghai & Nankai	August 18.
Meefoo	3	c Shima	Chil. str	1321 Aug.	9 C. M. S. N. Co.		
Manapi	3	c Odall	Dutch str	1099 Aug.	14 Chinese		
Mongolia	3	c Porter	Amer. str	8750 Aug.	15 M. S. S. Co.	Shanghai & San Francisco	August 28.
Nail Macloed	12	c Corral	Amer. str	901 June	19 Barretto & Co.		
N. S. de Rosario	2	c Blanco	Amer. str	715 June	12 Barretto & Co.		
Nubia	5	c Fox	British str	3844 Aug.	15 P. & O. S. N. Co.		
Paoting	3	c Cogan	British str	1071 Aug.	12 Butterfield & Swire	Shanghai	August 17.
Queen Alexandra	9	h Leslie	British str	2546 Aug.	12 Howan, Tunos & Co.		
	3	c Erabu	Jeff. str	987 July	13 Womson & Co.		

Gregory Apar	4	c Balcon	British str	2961 Aug.	9 David Jackson & Co., Ltd.	Singapore & Calcutta	August 17.
Kaga Maru	3	c Christensen	Japan, str	3901 Aug.	11 Vippon Yusen Kaisha	Shanghai & Seattle	August 20.
Kalobar	3	h Walker	British str	2134 Aug.	2 Arnhold, Karberg & Co.	Kobe & Callao	August 17.
Kasado Maru	3	c Elmer	Japan, str	2170 Aug.	10 Mitsui Bussan Kaisha	Kobe & Callao	August 17.
Kiyo Maru	3	c Morio	Japan, str	1440 Aug.	13 E. A. Trading Co.	Kobe	August 18.
Koun Maru	3	c Shimazaki	Japan, str	1783 Aug.	10 Fukusa & Co.	Kobe	August 18.
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Meefoo	3	c Shima	Chil. str	1321 Aug.	9 C. M. S. N. Co.		
Manapi	3	c Odall	Dutch str	1099 Aug.	14 Chinese		
Mongolia	3	c Porter	Amer. str	8750 Aug.	15 M. S. S. Co.	Shanghai & San Francisco	August 28.
Nail Macloed	12	c Corral	Amer. str	901 June	19 Barretto & Co.		
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Nubia	5	c Fox	British str	3844 Aug.	15 P. & O. S. N. Co.		
Paoting	3	c Cogan	British str	1071 Aug.	12 Butterfield & Swire	Shanghai	August 17.
Queen Alexandra	9	h Leslie	British str	2546 Aug.	12 Howan, Tunos & Co.		
	3	c Erabu	Jeff. str	987 July	13 Womson & Co.		

Radnorshire	4	c w Radnor	British str.	1889	Aug.	14	Shewan, Thomas & Co.		
Rein	3	c Matheson	Norm. str.	1286	July	4	Bradley & Co.		
Resolite	3	c Jorgensen	Norm. str.	805	Aug.	2	Asgaard, Thorpep & Co		
Rub	3	c Almond	British str.	1611	Aug.	13	Shewan, Thomas & Co.		
Sabine Beckmark	3	c Næslund	British str.	690	Aug.	10	Arnhold, Karberg & Co	Manila	August 18
Shedart Mar	3	c Sarnitz	Japan. str.	986	Aug.	13	Isaka Shosen Kaisha	Shanghai	August 16
Serra Monors	11	Rannah	British str.	2207	Aug.	13	Butterfield & Swire		
Taishan	2	c Laing	British str.	1122	June	28	Bradley & Co.		
Tenawanda	2	c Clarke	British str.	2078	Aug.	13	Standard Oil Co.		
Tydeus	5	c Campbell	British str.	4749	Aug.	12	Butterfield & Swire		
Virginia	2	c Crocker	British str.	2769	Aug.	4	Standard Oil Co.		
Wadhwa	1	c Lyons	British str.	1267	Aug.	10	Chinese		
Woodford	8	c Seddon	British str.	1860	Aug.	10	Dodwell & Co., Ltd.		
Yuen-pang	5	c Mooney	British str.	1128	Aug.	16	Jardine, Matheson & Co.	Manila	August 17
Z. V. de Aldrooa	2	c Echaus	Amer. str.	1260	May	15	Barrett & Co.		

Sailing Vessels.

Radnorshire	4	c w Radnor	British str.	1890	Aug	14 Shewan, Thomas & Co.			
Rein	3	c Mathison	Norw. str.	726	July	4 Bradley & Co.			
Resolut	3	c Jorgensen	Norw. str.	805	Aug	2 Asgaard, Thorosé & Co			
Rub	3	c Almond	British str.	1611	Aug	13 Shewan, Thomas & Co.	Mandla	August 18	
Sabine Rickmers	3	c Suruga	British str.	690	Aug	10 Hambold, Karburg & Co			
Shoshun Mar	3	c Saito	Japan. str.	996	Aug	13 Baka Shosen Kaisha	Maton, Fokien, SS'hai	August 16	
Sovereign Monars	11	Rannah	British str.	2207	Aug	17 Hunterfield & Seira			
Taihsan	2	c Laing	British str.	1122	June	28 Bradley & Co.			
Tenawards	2	c Clarke	British str.	2076	Aug	13 Standard Oil Co.			
Tydeus	5	c Campbell	British str.	479	Aug	12 Hunterfield & Seira			
Virginia	2	c Crocker	British str.	2749	Aug	4 Standard Oil Co.			
Withora	2	Layne	British str.	1267	Aug	10 Chinese	K'loot	19	
Woodford	8	c Seddon	British str.	1860	Aug	10 Oodwell & Co., Ltd.			
Yuen-sang	5	c Mooney	British str.	1128	Aug	15 Jardina, Matheson & Co.	Manila	August 17	
Z. V. de Aldouss	2	c Ebaux	Amer. str.	1260	May	15 Barrett & Co.			

Sailing Vessels.									
Altis	Amst.	sh.	1000	[April]	14	Master			

KING EDWARD HOTEL.

CAPTAINS PASSED SINGAPORE		LONDON AND PORTS, LATE SINGAPORE ON TUESDAY, THE 14th AUGUST, FOR THIS PORT.	
(SPELLED THROUGH LETTERS).		EXCHANGE.	
<p>From the Mails, July 3; Diamond, 6; Jason, Cawley, Silkhoo, Dongalo, 10; Chingray, 13; Princess, Siamra, Addio, Sallan, Hall, W. Davison, Thipoon, Ladorin, 20; Boudench, Rhipoon, 27; An, datusia, Bennoch, Idomeuse, Laca, Sompoudu, Shinhoo Maru, 31; Kink-mook, Kamechi Maru, Bellerophon, Aug. 3; Bengloo, Bruener, Aug. 3; Mencia, 4; Eria, Heavich, Suez, Tourane, 7; Ajay, Macaron, Salate, Seydlitz, Tombai, Ana Maria, Avitia, Cambodia, 10; Benlamoud, Ken-nerber, Peshatue, Seporia, Kamekura Maru, Ikenauia, 14.</p>		<p>HONGKONG, August 15, 1908.</p> <p>On Bank.</p> <p>London, Wires, 2 1/8</p> <p>" On demand, 2 1/8</p> <p>" 30 days' sight, 2 1/8</p> <p>" 60 days' sight, 2 1/8</p> <p>" 3 months' sight, 2 1/8</p> <p>Groditz, 4 " 2 1/8</p> <p>Documentary, & months' sight, 2 1/8</p> <p>to Paris, 2 1/8</p> <p>On demand, 2 1/8</p> <p>Greditz, & months' sight, 2 1/8</p> <p>to Berlin, 2 1/8</p> <p>On demand, 2 1/8</p> <p>to New York, 2 1/8</p> <p>On demand, 2 1/8</p>	
<p>August 14, Hyson, Rhona.</p>		<p>Capt. & Mrs Russell M. C. Leogo</p> <p>Almond Vice-Consul M. L.</p> <p>Mrs W. H. S. Barnes jeune</p> <p>Mr K. Boobe Mr A. C. Little</p> <p>Mr Chas. Bingsesser Mr T. D. McKay</p> <p>Mr Geo. R. Chapman Mr J. S. McNider</p> <p>Mr E. H. Claring Mr J. and Mrs Meis</p> <p>Mr H. J. Colaba Mr Arthur P. Moran</p> <p>Mr and Mrs A. Cun-Mr E. J. Moses</p> <p>ningham Mr and Mrs Mouldo</p> <p>Mr L. T. Delaney A.B.</p> <p>Mr Max Dobbin Mr E. E. Payne</p> <p>Mr Otto Ginner Mrs Annie Peacock</p> <p>Major John P. Girod Dr W. F. Pearce</p> <p>Mr Foy Mr F. Pfankuch</p> <p>Koss Mr J. R. Hazeltine Mr J. Richardson</p> <p>Mr E. E. Holvie Mr H. Rodatz</p> <p>Mr Ed. Hult Mr G. Sichelshmidt</p> <p>Mrs C. M. Jack Mr R. F. Story</p> <p>Mrs Jacobson & child Mr A. H. Turner</p> <p>Capt. W. E. Kent Mr R. W. Renda.</p>	

The M. M. Co.'s steamer Polyzines with the French Mail of the 29th July, left Singapore on Monday, the 18 th August at 1.15 p.m., and may be expected here on or about Monday, the 29th August. This packet brings replies to letters despatched from Hongkong on the 18th June.	Credito Ro days sign,	-126-	Capt. H. Krebs	Mr G. Williams
The Imp. German Mail s.s. Prinz Wilhelm left Sydney on Saturday, the 4th July, and will arrive here on Sunday, the 10th inst.	to Bombay.....	-127-	Dr L'ack	
	to Calcutta.....	-128-		
	to Ceylon.....	-129-		
	to Hong Kong.....	-130-		
	to Singapore.....	-131-		
	On demand.....	-132 P.		
	On demand, Pesos.....	-1043-		

NEW COMRADE HOTEL.

Mrs G. W. Avenell	Mr J. Meek
Miss R. Barber	Mrs J. Morchie
Mr Bohler	Mrs Romanau de
Mrs & Mrs F. Bradley	Owa
Mr B. D. Bekinside	Mrs Cornulu de
Mrs H. Byrne	Owa

<p>The C. P. R. Co.'s s.s. <i>Express of China</i> left Yokohama on Friday afternoon, the 12th August, for Victoria and Vancouver.</p> <p><i>Steamers Expected.</i></p> <p>The C. N. Co.'s s.s. <i>Sungliang</i> left Hoilo on the 12th August, and may be expected here on the afternoon of the 13th.</p>	<p>to Shanghai.</p> <p>On demand.</p> <p>30 days' sight, (private paper)</p> <p>to Yokohama.</p> <p>On demand.</p> <p>Sold first, 100 fms. (per ton).</p> <p>Forwarding (Bank's besting rate).</p> <p>Silver (per oz.).</p>	<p>72 1/2</p> <p>103 1/2</p> <p>104</p> <p>449 50</p> <p>9 3/8</p> <p>30 1/2</p>	<p>Mr R. M. Hesli</p> <p>Mr G. H. Hall</p> <p>Mr J. Hancock</p> <p>Mr and Mrs Higby</p> <p>Mr J. R. Joseph</p> <p>Vine Liovent</p> <p>Miss Liovent (A)</p> <p>Miss Liovent (D)</p> <p>Mr C. H. Muckay</p>	<p>Mr A. Ramas</p> <p>Mr R. Ramsay</p> <p>Mr E. Rougier</p> <p>Miss R. Squire</p> <p>Mr & Mrs H. Thurston</p> <p>Mr and Mrs A. I. Tansett</p> <p>Mr D. C. Vickers</p>
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<p>The C. N. Co.'s s.s. Yochai left Shanghai on 18th August p.m., and may be expected here on 16th August, a.m.</p> <p>The s.s. Yaddo, from New York, left Singapore on 11th August, and is due here on 17th August.</p> <p>The German Lloyd's s.s. Silesia left Singapore for this port on the 19th August, and is due here on the 17th</p>	<p>HONGKONG HOTEL.</p> <table border="0"> <tr> <td>Mr P. F. Adams</td> <td>Hon. and Mrs E. A.</td> </tr> <tr> <td>Mrs K. Anderson</td> <td>Hawett</td> </tr> <tr> <td>Mr H. Arnold</td> <td>Mr W. M. Hum-</td> </tr> <tr> <td>Mr H. Murray Esq</td> <td></td> </tr> <tr> <td>Mr R. G. Buchanan</td> <td>Mr R. Hunter</td> </tr> <tr> <td>Mr R. B. Beattie</td> <td>Capt. R. Innes</td> </tr> <tr> <td>Eng.-Lieut. H. F. Mr</td> <td>and Mrs J. W.</td> </tr> </table>	Mr P. F. Adams	Hon. and Mrs E. A.	Mrs K. Anderson	Hawett	Mr H. Arnold	Mr W. M. Hum-	Mr H. Murray Esq		Mr R. G. Buchanan	Mr R. Hunter	Mr R. B. Beattie	Capt. R. Innes	Eng.-Lieut. H. F. Mr	and Mrs J. W.	<p>AMSTERDAM HOTEL.</p> <table border="0"> <tr> <td>Mr Roger J. Andap</td> <td>Mrs. A. Gillan</td> </tr> <tr> <td>Capt. T. Anderson,</td> <td>Mr T. L. Harrison</td> </tr> <tr> <td>R.A.</td> <td></td> </tr> <tr> <td>Mr A. E. Blanco</td> <td>Mr W. Jackson</td> </tr> <tr> <td>Mr W. Evans</td> <td>Mr A. H. Laing</td> </tr> <tr> <td>Mr Wm. B. Boyce</td> <td>Mr A. H. Long</td> </tr> <tr> <td>Mr Percy Bruhl</td> <td>Mr C. Lloyd</td> </tr> <tr> <td>Dr J. Cameron</td> <td>Mr W. P. Martine</td> </tr> <tr> <td></td> <td>Mr Molines</td> </tr> </table>	Mr Roger J. Andap	Mrs. A. Gillan	Capt. T. Anderson,	Mr T. L. Harrison	R.A.		Mr A. E. Blanco	Mr W. Jackson	Mr W. Evans	Mr A. H. Laing	Mr Wm. B. Boyce	Mr A. H. Long	Mr Percy Bruhl	Mr C. Lloyd	Dr J. Cameron	Mr W. P. Martine		Mr Molines
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Capt. T. Anderson,	Mr T. L. Harrison																																	
R.A.																																		
Mr A. E. Blanco	Mr W. Jackson																																	
Mr W. Evans	Mr A. H. Laing																																	
Mr Wm. B. Boyce	Mr A. H. Long																																	
Mr Percy Bruhl	Mr C. Lloyd																																	
Dr J. Cameron	Mr W. P. Martine																																	
	Mr Molines																																	

<p>The M. M. Co.'s cargo boat <i>Koangsang</i>, from Amoy and Ports of Call, left Singapore on Saturday, the 11th Aug. for Hongkong, will be here on Friday, the 17th August.</p> <p>The C. P. R. Co.'s s.s. <i>Montenotte</i> arrived at Yuen-wei-vat 8 p.m. on Saturday, the 11th August.</p> <p>The C. N. Co.'s s.s. <i>Tientsin</i> is expected to leave Shanghai on 16th August.</p>	<p>(Sinh.) <i>Yan Yee</i>, from Baviertel, for Mr. J. Van Consl for Belgium. <i>S. S. Blancy</i> <i>W. S. Bassel</i> <i>H. H. Brewer</i> <i>F. G. O. Brighton</i> <i>L. H. Houghell</i> <i>R. Campbell</i> <i>A. A. Carter</i></p>	<p>Mr. S. P. S. P. Joki Mr. J. C. Joughin Mr. A. H. Laing Mr. C. O. Marrett Mr. W. J. McDonagh Mr. J. S. McDougall Dr. and Mrs. W. B. A. Moore Mr. A. Moreno, (Com-</p>	<p>Mr. J. L. Farwell Mrs. Farwell Mr. W. Ferry Mr. W. H. Ferguson Mr. D. Foster Miss M. Gains FLEMING HOGE, Mr. Fred. A. Brown Mr. Nichol</p>	<p>Mrs. Mortee Mrs. Osborne Mr. R. W. Pearson Mrs. Thompson Mr. R. Stevenson Mrs. G. G. G.</p>
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the 17th August.	Mr F. O. Davies	Mr W. A. Powell	
The C. N. Co.'s s.s. <i>Changata</i> left Sydney on the 23rd August, and is due here on the 1st Sept.	Mr and Mrs W. H. Mc C. M. Freshair	Mr H. J. Reid	
The L. O. S. N. Co.'s s.s. <i>Leising</i> , from Calcutta and the Straits, left Singapore for this port on the 10th Aug., at 5 p.m.	Mr F. H. Doolicote	Mrs J. S. Roach and child	
	Mr and Mrs W. Douglas	Mr E. B. Shepherd	
	Mr and Mrs W. A. Me E.	Mr J. Spence	
	Mr T. O. Downing	Mr W. T. Stebbing	
	Mr W. Einastman	Mr H. Stephens	
	Mr H. J. Fairchild	Mr P. D. Sutherland	
The Boston S. Co.'s s.s. <i>Tremont</i> sailed from Kobe on 1st August.			
The <i>Admiral</i> sailed from New			

VEREAS AT THE DOCKS—At Kooloo

Alta, Yangtze, Walhora, Drufar, Sagar

Compositon—

Aberdeen—

York, for China and Japan, on Aug. 8th.
 The E. & A. steamer *Australian* left Sydney on 9th Aug.
 The F. & O. Co.'s s.s. *Socotra* left Singapore for this port on the 13th Aug., at noon.
 Mr H. G. Fisher Mr and Mrs M. L. Mc C. B. Franklin Thompson
 Stuart J. Fuller (Amo) Miss H. M. Thompson
 rick W. Consult W. J. W. J. General
 Mr Deaman Fuller Mr J. H. Wisnart
 Mr A. Gibson Mr G. G. Wood
 Dr and Mrs Heanley Mr & Mrs T. Wright

Temperature.
 HONOKOHE, August 10.
 BAROMETER 9 A.M. ... 29.7
 Do. 1 P.M. ... 29.7
 Do. 4 P.M. ... 29.7
 THERMOMETER 9 A.M. ... 86

Local Address.
 The C. P. R. Co.'s s.s. *Tartar* arrived at

BALTIMORE HOTEL.

Vessels Advertised as Loading.				
DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.	
Bremen, Ports of call	Prinz Ritel Friedrich	Melchers & Co.	Aug. 20, at Noon.	
Bremen, Ports of call	Sachsen (s)	Melchers & Co.	Sept. 10, at Noon.	
Boston & New York	Arcturion	Arnhold, Karberg & Co.	About Sept. 4.	
Cebu, Iquique Japan	Kasado Maru (s)	Toyo Kisen Kaisha	Aug. 17, at Noon.	
Chinkiang	Kwansee (s)	Butterfield & Swire	August 18.	
Cebu & Hilo	Sungkiang (s)	Butterfield & Swire	August 22.	
Liverpool Direct	Ydruis (s)	Butterfield & Swire	August 23.	
Havre & Hamburg	Spizla (s)	Butterfield & Swire	August 23.	
Naples, Havre, B'ham	Silesia (s)	Hamburg, Am. Line	Aug. 23, at 1 p.m.	
Cebu, Yana & P'na	Tanawanda (s)	Shewan, Tomes & Co.	Sept. 4.	
Kobe & Yokohama	Prinz Waldemar (s)	Melchers & Co.	About Aug. 20.	
Kobe & Yokohama	Kawachi Maru (s)	Nippon Yusen Kaisha	Aug. 30, at 4 p.m.	
L'don, Am'dam, A'erp	Achilles (s)	Butterfield & Swire	August 28.	
London, Antwerp	Nubia (s)	P. & O. S. N. Co.	About Aug. 16.	
London, etc.	Delhi (s)	P. & O. S. N. Co.	Aug. 22, at Noon.	
Mars, Havre & L'pool	Albion (s)	Butterfield & Swire	Aug. 30.	
Manila, A'lian Port	Iranian (s)	Butterfield & Swire	August 27.	
Manila, Australian Ports	Eastern (s)	Gibb, Livingston & Co.	Sept. 1, at Noon.	
Manila, Australian Ports	Willoughd (s)	Melchers & Co.	Aug. 21, at Noon.	
Mar., L'don, A'erp, etc.	Vakasa Maru (s)	Nippon Yusen Kaisha	About 22, Daylight.	
Manxville via Saigon	Ernest Simons (s)	Messageries Maritimes	Sept. 8, at Noon.	
Manila	Adro (s)	Shewan, Tomes & Co.	Aug. 18, at Noon.	
Manila	Yamung (s)	Butterfield & Swire	Aug. 25, at Noon.	
Manila	Yusanang (s)	Jardine, Matheson & Co.	Aug. 17, at 4 p.m.	
N'ki, Kobe & Y'ama	Kumano Maru (s)	Nippon Yusen Kaisha	Sept. 5, at Noon.	
New York v. Suva Canal	Hardie (s)	Shewan, Tomes & Co.	About Aug. 23.	
New York v. Suva Canal	Atoll (s)	Melchers & Co.	About Sept. 8.	
Ningpo and Shanghai	Pacific Mail S.S. Co.	Pacific Mail S.S. Co.	Aug. 21, at Noon.	
San Francisco v. Japan	China (s)	Pacific Mail S.S. Co.	Aug. 23, at Noon.	
San Francisco v. Japan	Ippon Maru (s)	Toyo Kisen Kaisha	Sept. 4, at Noon.	
San Francisco v. Japan	Doria (s)	O. & O. S.S. Co.	Sept. 14, at Noon.	
S'pore C'ing & B'ham	Kagoshima Maru (s)	Nippon Yusen Kaisha	Sept. 28, at 4 p.m.	
S'pore, P'ang, Calcutta	Gregory Agar	D. Sassoon & Co.	Aug. 17, at 3 p.m.	
S'pore, P'ang C'ing, etc.	Austria (s)	Sander, Wierler & Co.	Aug. 28, at Noon.	
Seattle v. S'hai Japan	Minnesota (s)	Nippon Yusen Kaisha	Sept. 7, at Noon.	
S'hai, Kobe & Y'ama	Slavonia (s)	Hamburg, Am. Line	Aug. 17.	
S'hai, Kobe & Y'ama	Silesia (s)	Sander, Wierler & Co.	Aug. 18, at Noon.	
S'hai, Kobe & Y'ama	Polymerion (s)	Messageries Maritimes	About Aug. 20.	
S'hai, N'ki, Kobe, Y'ama	Ernest Heinrich (s)	Melchers & Co.	About August 23.	
S'hai, N'ki, Kobe, Y'ama	Prinz Waldemar (s)	P. & O. S. N. Co.	About Aug. 19.	
S'hai, Kobe & Y'ama	China (s)	P. & O. S. N. Co.	About Aug. 23.	
Shanghai & N'gai	Ithaka (s)	Siemssen & Co.	August 16.	
Shanghai	Kwongseang (s)	Jardine, Matheson & Co.	Aug. 14, at 4 p.m.	
Shanghai	Yochow (s)	Butterfield & Swire	August 21.	
Shanghai	Tientsin (s)	Butterfield & Swire	August 24.	
Shanghai & Portland	Argentine (s)	Portland & A. S. Co.	Sept. 15, Daylight.	
Shanghai & Portland	Nicomedia (s)	Portland & A. S. Co.	Sept. 16, Daylight.	
S'ow, Amoy & P'chow	Souha Maru (s)	Osaka Shosen Kaisha	Aug. 16, at Noon.	
S'ow, Amoy & P'chow	Shoshu Maru (s)	Osaka Shosen Kaisha	Aug. 18, at Noon.	
S'ow, Amoy & Tamsui	Manan Maru (s)	Osaka Shosen Kaisha	Aug. 10, at 10 a.m.	
S'ow, Amoy, P'ochow, Hsitan (s)		Douglas Leprieux & Co.	Aug. 16, at 4 p.m.	
Tientsin	Chipping (s)	Jardine, Matheson & Co.	Aug. 18, at 4 p.m.	
Victoria & Japan Ports	Dorchester (s)	Butterfield & Swire	September 1.	
Victoria, B.C., Seattle, R'gan Maru (s)		Nippon Yusen Kaisha	Aug. 20, at 4 p.m.	
Victoria, B.C., Tacoma, Tremont (s)		Doddwell & Co. Limited	August 22.	
Vancouver (B.C.)	Empress of India (s)	Canadian P'fic R. Co.	Aug. 30.	
Vancouver (B.C.)	Arctian (s)	Canadian P		

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